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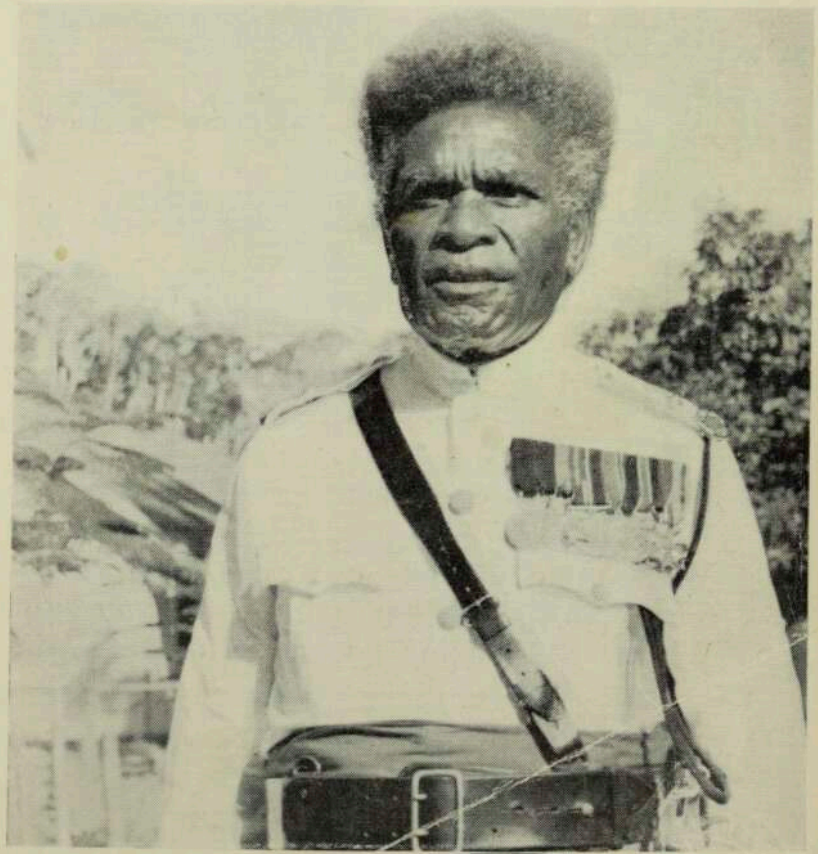
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AUGUST, 1958 Vol. XXIX. No. 1

AN 378

PACIFIC ISLANDS Monthly



Well-known Solomon Islander, Headman Vouza, GM, photographed in ceremonial dress on the occasion of the opening of the Advisory Council in Honiara, BSIP. Vouza, formerly of the police force, won his decoration during the war in the Solomons, when he was caught by the Japs and bayoneted, but refused to give information about Allied [illegible]

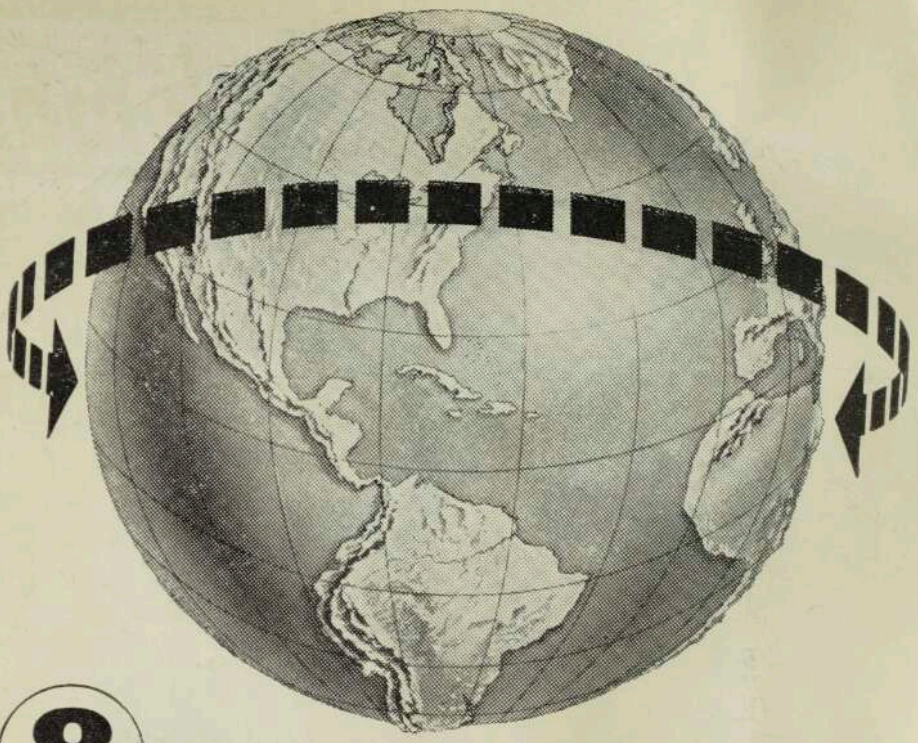
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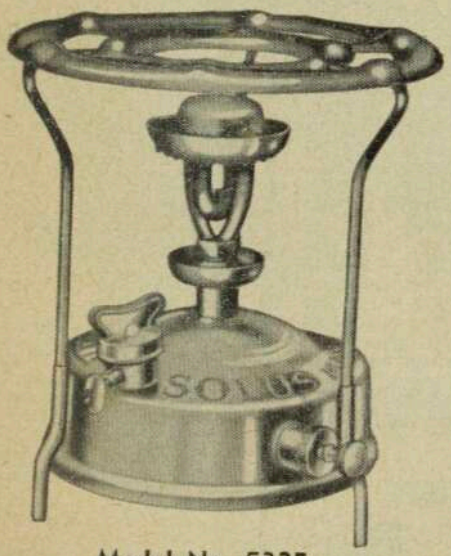
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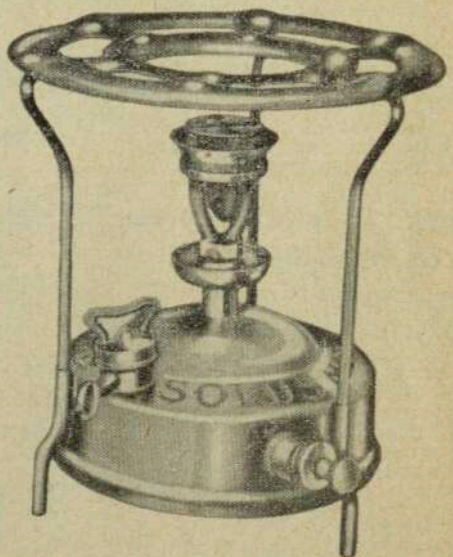
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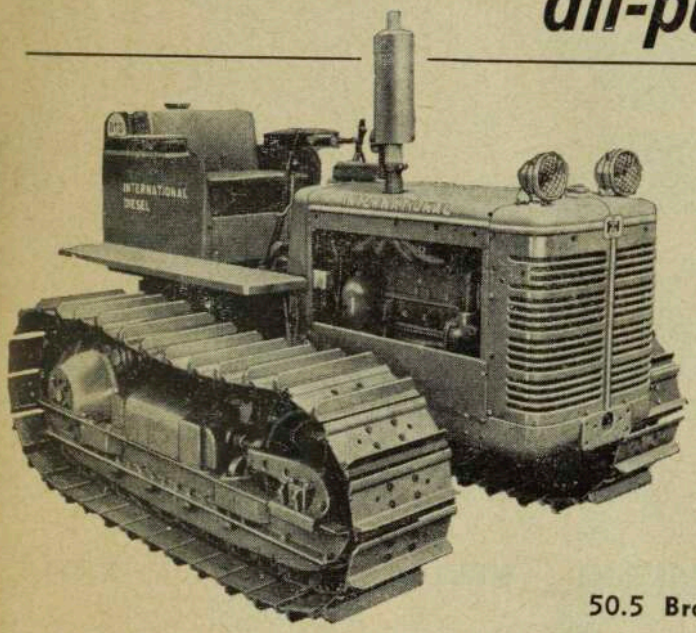
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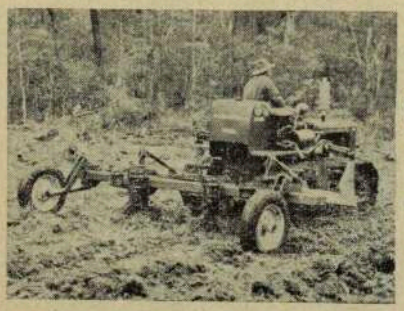
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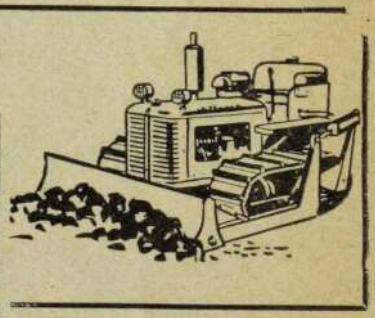
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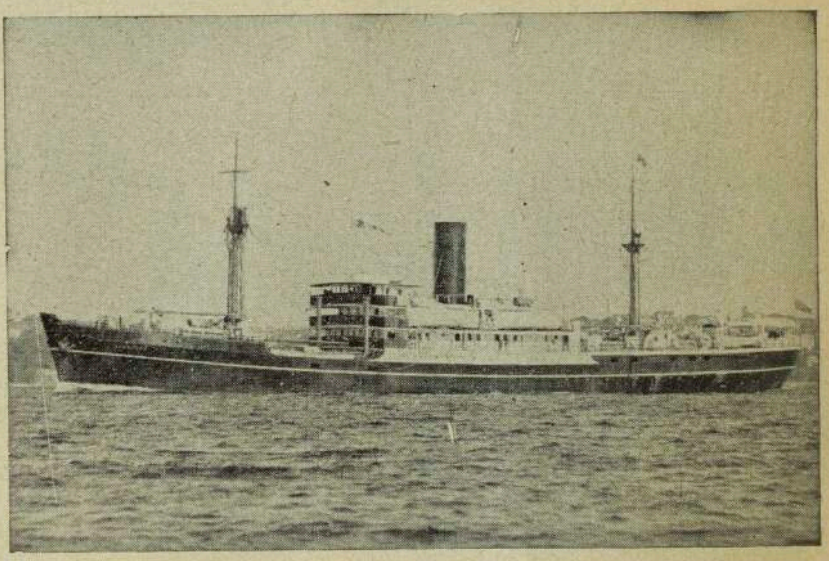
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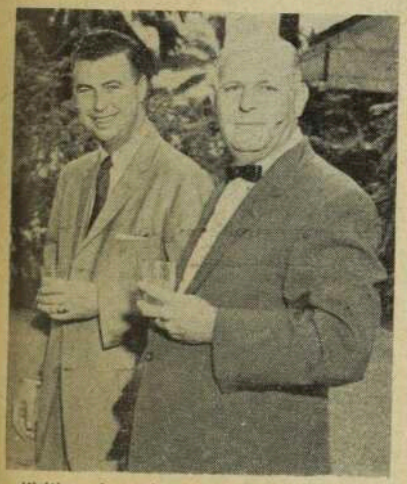
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PEOPLE

Although there has been no official announcement, Britain's next consul and adviser to the Government of Tonga will be Mr. Q. Weston, at present Commissioner for the Eastern District of Fiji. He will take over, probably next March, from Mr. A. C. Reid, who is headed for a new position in Fiji. Mr. Weston is a popular Commissioner, with a reputation for getting things done. He will be missed at Levuka, where he is at present stationed. Mr. Weston has a wife and young family.



Visiting Suva in July was Mr. Jack C. Tobin, vice-president of Hawaiian Airlines, of Honolulu, seen here at a TEAL party with Suva travel man, Harvey Hunt (right). Hawaiian Airlines is considering putting through a weekly air service from Honolulu to Bora Bora.
—Stinsons.

Dr. D. S. Marshall, American anthropologist, left the Cook Islands for Tahiti, Fiji and Honolulu, in July. In Honolulu he will take up an appointment at the Bishop Museum.

Dr. Marshall, well-known in the Cook Group through his previous visits, travelled with his wife and children to Mangaia in November last year. During his months in Mangaia he completed a Maori dictionary and studied the life and customs of the people, paying particular attention to the Mangaia social structure and present day leadership.

* * *

The Assistant Resident Commissioner New Hebrides, Mr. T. R. Cowell, has been appointed Second British Commissioner on the South Pacific Commission. Mr. Cowell follows Mr. H. H. Vaskess who recently retired from that post.

Mr. Cowell has progressed through the ranks of the Western Pacific High Commission from his appoint-

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ment as a cadet in 1941. Promoted to District Officer Ellice Islands and then District Officer Gilbert Islands, an appointment as Secretary to the Government Gilbert & Ellice Islands Colony followed in 1951. He became Administrative Officer Class A in the New Hebrides, in 1953 and in 1954, Assistant Resident Commissioner of the Condominium.

* * *

Mr. C. H. Allan, Secretary of Protectorate Affairs in the BSIP has been appointed to replace Mr. T. R. Cowell as Assistant Resident Commissioner in the New Hebrides. During Mr. Allan's 13 years in the Protectorate he has been either District Officer or District Commissioner in the Western, Malaita, and Central districts.



Mrs. M. Lordan was married to well-known Territorian, Mr. Col Dudley, in the District Office at Lae on July 23. Acting District Commissioner for Morobe, Mr. Des Ashton officiated. Drinks with friends at the home of Mr. and Mrs. W. Stephens, old friends from Manus days, were following by a party at the Hotel Cecil. Mr. and Mrs. Dudley flew to Manus two days later, where Mr. Dudley manages a plantation for Edgell and Whiteley.

Mr. and Mrs. Jim Hamlyn-Harris and their five children plan to return to Australia from Tonga in November. Mr. Hamlyn-Harris has been Crown Solicitor in Tonga.

* * *

The Rt. Rev. L. S. Kempthorne Anglican Bishop in Polynesia, which is the largest Anglican diocese in the world, received the degree of Doctor of Divinity (Lambeth) on July 29.

Bishop Kempthorne, who is at present in England where he has been attending the Lambeth Conference, was given the degree by the Archbishop of Canterbury, Dr. Geoffrey Fisher, in recognition of his long service in the church.

He has been Bishop in Polynesia for 36 years. He is also the oldest bishop still holding office.

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Mr. H. J. West, of the Papua-New Guinea Department of Native Affairs, who is now P-NG Liaison Officer in Hollandia, Netherlands New Guinea. His opposite number is Mr. Raphael den Haan, from NNG, who is now stationed in Port Moresby. —KVR Photo.

Fanaafi Ma'ia'i, 26, a Samoan girl who is a Master of Arts, got the full publicity treatment in the Melbourne newspapers in July, while on her way to London University, where she will read for a doctorate in the teaching of English and indigenous languages. Samoa's "most highly educated woman" was described as wearing "island dress—a long straight lap-lap skirt, and loose over-blouse". Fanaafi took it all in good heart.



Mr. and Mrs. Treva Charlton after their wedding at St. Peter's College Chapel, Adelaide, recently. The bride, formerly Miss Marie-Maud Jackson, is the only child of Mr. and Mrs. Robert Jackson of "Namanula", Largs Bay, South Australia, and formerly of New Guinea. She was born in Rabaul. Her parents have been living in retirement in Adelaide for some years but before the war Mr. Jackson was in the New Guinea Administration. He served in the Navy and later the Merchant Service during the war.



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Mr. William Seeto, eldest son of Mr. Seeto Kim Foon, and Miss Phyllis Liu, third daughter of Mr. and Mrs. Liu Man Sang, were married recently in the Roman Catholic Church, Rabaul, NG. Photo: Larry Chin

Miss Merle Carleton, of Rockhampton, Queensland, has gone to the ABC service to Port Moresby to compere the Women's Session for 9PA, Port Moresby, and assist in general announcing.

* * *

After a by-election campaign conducted with such a degree of gentlemanliness that old politicos campaigners were left breathless, Mr. R. G. Kermode, of Lautoka, Fiji, defeated Mr. J. S. White by only seven votes, for a seat in the Legislative Council.

It was the European seat for the Northwest Division, rendered vacant by the resignation of Mr. Maurice Scott, who accepted the Speakership of the Council.



Mr. M. N. Fagg left Sydney in the August "Malaita" for Washington Is., where he will relieve Mr. W. Frein as manager of a plantation for Burns Philp.

Mr. Fagg spent several years in Bougainville, managing a plantation, and expects to be on Washington Island about a year.

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Matron Marjorie Thurston, in charge of the hospital and child welfare training centre at Fergusson Island, Papua, is home in West Australia, on six months leave.

* * *

The well-known and highly-esteemed District Commissioner of Morobe, New Guinea, Mr. H. L. R. Niall, CBE, who suffered a collapse in Lae, in July, has made a good recovery. He received prompt medical care in Lae and in Port Moresby; and then was transferred by air to the Royal Prince Alfred Hospital, Sydney, for special treatment. He responded so well that, after a fortnight, he was allowed to go home.

Port Moresby gave him two months' special leave, so that his recovery might be complete; and, when last heard of, early in August, he was being taken away —vociferously unwilling—to a holiday "in the sunshine" in Northern NSW or Southern Queensland, in the care of Mrs. Niall.

He insisted that he was quite fit to return to Lae; but, for once, he had to submit to higher authority.

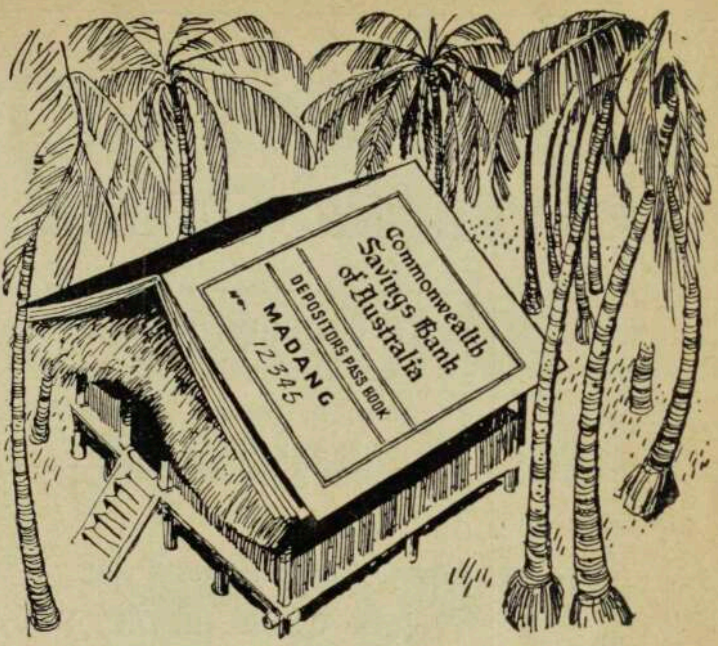


Newly engaged couple, pretty Miss Tolu Krone, daughter of Mr. and Mrs. Henry Krone, of Apia, Western Samoa, and Mr. Bill Spratt, radio engineer at the Government Radio Station, Pago Pago, American Samoa.
—Pan American Prints.

Mr. and Mrs. A. I. Diamond sailed from Sydney per *Oronsay* on July 11 for Suva, where he will take up the post of Archivist with the Fiji Government.

* * *

Lady Gutch, wife of the High Commissioner Western Pacific, Sir John Gutch, left Honiara in July for leave in England.



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Suva, Fiji

Mr. J. W. Gregory is at present in the BSIP to conduct a review of the Customs tariff and legislation. He will report to the Government on any revision he thinks might be necessary.

* * *

Miss F. H. Gwilliam, women's educational adviser with the Colonial Office, has been visiting Fiji. She saw educational institutions in many parts of the Colony, and spent a lot of time meeting members of women's organisations.

* * *

The Canadian High Commissioner in Australia, Mr. T. MacDermot, and Mrs. MacDermot, paid a flying visit to Papua-New Guinea in July. Mr. MacDermot said he was anxious to "sound out" any prospects of trade with Canada. There is only a limited amount being carried out between the two countries at present.



Mr. Wan Wing-Sum, the Chinese calligraphist who can write 3,000 characters on the back of a postage stamp, or poems on butterfly antennae, who has been visiting Chinese communities in the Pacific. He was in Suva in August. (An article about him appeared in the July PIM, p. 49.)

Dr. Mildred Dickeman, an American anthropologist who has been studying the natives of a village about 40 miles from Goroka, NG, for the last six months, is particularly interested in finding out whether NG natives develop resentment towards the white man as the impact of European life increases.

She hasn't finished her work yet, but she said in Port Moresby in July that the Territory had a good point in its favour. That is, the Administration had made contact early and given the natives something consistent. In other indigenous countries, missionaries and traders had arrived first, with often unsettling results.

Dr. Dickeman is working on a

12 months' scholarship from the National Science Foundation, in Washington.

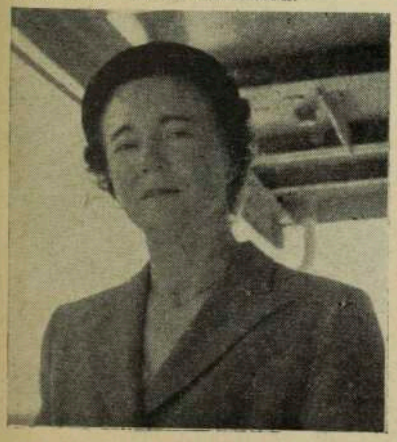
* * *

Dr. T. T. Romans, Chief Medical Officer for the Cooks, has returned to Rarotonga after 12 months' absence. Dr. Romans completed a post graduate course in the United Kingdom. During his absence the post of acting CMO was rotated between Doctors A. S. Wallace and D. D. McCarthy.



Dr. J. Bierdrager, Director of Public Health in Netherlands New Guinea, who returned to Hollandia recently after attending a session of the World Health Organisation in the United States. —KVA Photo.

Mr. Robin Whitehead, an officer of the Bank of New Zealand, Apia, Western Samoa, was married at the Apia Chaplaincy, on Saturday, July 5, to Miss Ruth Anne Nelson, a New Zealander. The Rev. C. W. Whonsbon-Aston officiated.



Miss A. Rowe left in the August "Malaita" for Santo, NH, to stay for two weeks with Mr. and Mrs. S. Breusch. This was Miss Rowe's first trip to the New Hebrides. She made a visit to Fiji some time ago.

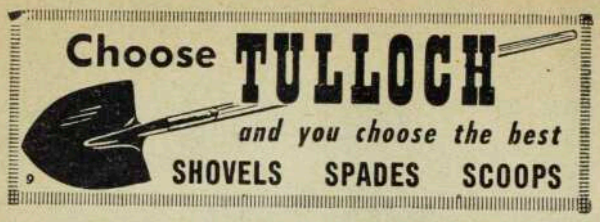
Arrivals in Tonga on the June *Tofua* included the Rev. and Mrs. C. J. Harkness and their family. Mr. Harkness, who was returning

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from furlough after a term in Ha'apai as chairman of the Free Wesleyan Church in that district has gone to Vava'u to take the place of the late Rev. K. D. Grove.

* * *

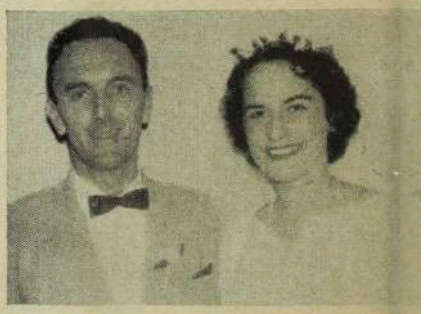
Tasman Empire Airways Limited has announced two new appointments. Captain J. R. McGrane MVO, formerly Deputy Operations Manager (Flying), has been appointed Project Manager, and Mr A. C. Williams, formerly Chief Maintenance Engineer, Project Engineer. They will control a project unit dealing with problems associated with the re-equipment of TEAL with new aircraft.

Captain McGrane, who received his MVO after piloting the Queen's aircraft during her visit to Fiji, is one of TEAL's millionaire mileage pilots with over three million miles to his credit. Mr. Williams was a lieutenant in the Fleet Air Arm in World War II and has had wide experience with UK airlines.



Mr. and Mrs. John McDonald—she was Miss Wendy Renfrey—leave Taurama Chapel, Port Moresby, after their marriage recently.
—Papuan Prints

A London report in late July said that the Bishop of Melanesia, the Rt. Rev. A. T. Hill, was seriously ill. Bishop Hill, who is 54, has been attending the Lambeth Conference



Another recent Port Moresby wedding—that of Miss Paula Maher to Mr. Cedric Hulse; they were married at the Roman Catholic Church.
—Papuan Prints

Fernand Raynaud, French television and screen comedian, passed through Noumea in early August en route for Tahiti. He was accompanied by other artists, including an

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Italian actress. They will make a film in Tahiti. Director is Yves Allegret, who will be on the next plane through Noumea. The film is being made by Southern International Films of Australia.

* * *

Mr. J. K. Stone this month becomes Chief Editorial Assistant to Mr. Len Usher, Executive Director and publisher of the Fiji Times and Herald Ltd. Mr. Stone was on the editorial staff of *Fiji Times* some years ago, when it was owned by Sir Alport Barker, but since 1956 has been on the sub-editorial staff of first, the Wellington *Dominion*, and more recently, the Christchurch *Star-Sun*.



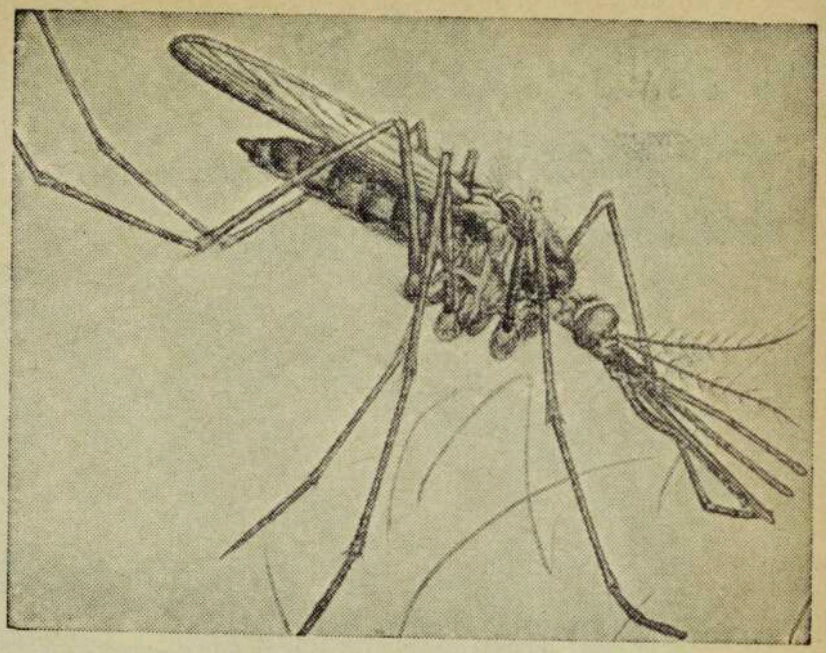
Dr. Julia Lagarejos, American Samoa's first local woman doctor, who recently left for America where she will do a two-years' course in Administration and Public Health before returning to the Territory. This photograph was taken at a party given in her honour by her sister, Mrs. Herbert Scanlan.
—Pan American Prints.

An 18-year-old New Guinea mission schoolboy, Omi-Tavua, has been awarded the Clarke gold medal by the Royal Humane Society for the most outstanding case of bravery during the year.

The citation says that Omi-Tavua, who lived in Hangan Village, helped to rescue Matthew-Sonwia, aged 15, from a shark at Kieta on April 7. 1957.

Omi was between Matthew and a canoe when a shark attacked Matthew 75 yards from the shore. Omi and the man in the canoe went towards the youth and Omi helped Matthew into the canoe.

Omi was still in the water when the shark attacked a second time, but he frightened it away.



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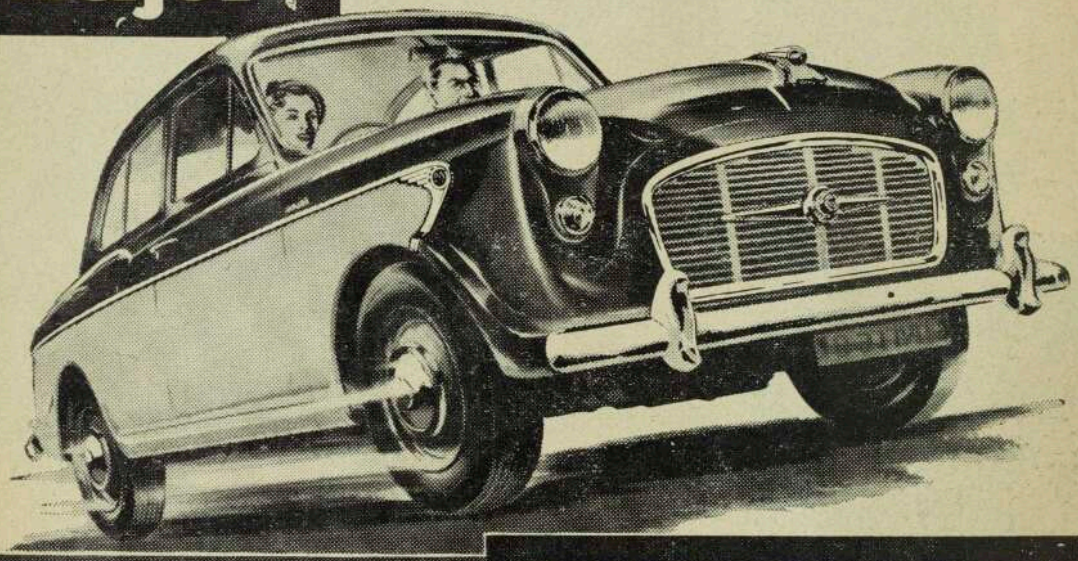
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Contents:

PEOPLE: Personal Paragraphs of Islands' Interest 1
Two Killed in NG Tax Gathering Expedition 13
Fiji Exports Iron Ore to Japan 13
Another Problem Looming in French Pacific Possessions 14
Fiji Offers Tropical Home in An Igloo 15
Fiji's Governor Nears End of Term 16
NG Education Advisory Board Recommendations .. 16
Coral Route is "On" Again 17
Rise for P-NG Copra Planters 17
HOME BASE: Sydneysider Tells What Made News in The Hub of the Pacific .. 18
Indians Have Plans for Fiji's Rewa Valley 19
P-NG Grant Up Another Million 19
COMMENTARY: The Publisher and the Editors Look at Pacific and World Affairs 21
Editors' Mailbag 23
Territories Talk-Talk 25
Names of NG Dead in Westminster Abbey 29
Middle East Crisis Increases Copra Prices 31
New Mineral Wealth for Papua 33
No More Capital for Papuan Oil 35
The First Newspaper "Today" 35
High Chiefs of W. Samoa Explain Matai System to UN 37
A Reader Gives His Views On the Navy "Riots" at Honiara 41
Mr. Arthur Calwell Says What Should be Done in P-NG 43
Mystery Ship on Roncador Reef — Was This a La Perouse Ship? 49
Fiji Talanoa—Vakatawa Talks of This and That 53
Tribute to Boss McKegg of the Cook Islands 59
Still More About the Bena Bena Incident 61
Wide Sea-Air Search Finds Few Clues of *Melanesian* Disaster 65
Fiji Hopes to Lure Tourists Along the Hibiscus Path .. 69
New Research on the Old Phenomenon of Phosphorescence 73
Fiji's Mr. Hall is a Busy Man Collecting £33,000 77
MAGAZINE SECTION: Tropicalities, 81; Crossquiz, Brett Hilder *Profile*, 82; And On the Sepik It's Spring, 83; The Whole Pacific Was Involved When Abbe Rougier Got His Coconut Empire, 84; Nino Culotta Likes it in Samoa, 86; Book Reviews 88
This Month's News of Pacific Shipping and Cruising Yachts 101
PACIFIC REPORT: Round-up of the Month's News and Pictures (Index p. 13) 117
OBITUARIES: Rev. Mother Alphonse, Mr. W. E. Goodsir, Rev. K. D. Grove, Sir Brian Freeston, Mr. Maxwell Wendt, Pastor N. A. Ferris 153
Sports Review 156
Shipping and Airways Timetables 159
Commerce and Produce 168

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Loss of Face for P-NG

Calamity Crowns New Britain Tax-Gathering Expedition

The claim by the Papua-New Guinea Administration that the two Navuneram natives who were killed in the tax-clash, on August 3, were shot by ricochet bullets is not likely to get the Administration out of the trouble in which it currently finds itself.

NAVUNERAM is a small village, population about 200, in the centre of the Gazelle Peninsula area of New Britain. This is the history of the village's dispute with the Administration over non-payment of head-tax.

A year ago, the Administration introduced a head-tax of £2 per annum on every male, irrespective of race, over the age of 18. On latest estimates they expect to get about £110,000 from it in its first year of operation — about £15,000 from Europeans and Asians, and the rest from natives.

The tax was condemned at the outset by the Europeans of the Territory, mainly on the ground that it was unfair to expect the natives to pay the same amount of tax as Europeans. But the tax went on and most natives, who failed to understand what it was about, paid up. The more unsophisticated the natives, the more easily the £2 was extracted from them.

They didn't know why they had to pay, but the Government said they had to, so they did.

Tolai Tax-Dodgers

The most stubborn resistance to the tax has been in the Tolai section of New Britain (but there has been some also in Bougainville) where some villages, including Taviliu and Navuneram said they would not pay up. Some, after a long period of passive resistance, paid up about two months ago. The Administration then issued a summons for the tax against each of 22 natives of Navuneram.

The 22 tax-dodgers ignored these, but two of their number unwarily rode their bicycles into Rabaul and when they were told that the bicycles would be seized if they did not pay up, they paid.

The Administration then decided to go out and execute the warrants against the remaining 20 defendants —and this a patrol did on July 30, when victory went decidedly to the Navunerams.

The patrol entered a house of a man and took possession of a bicycle. The villagers then chased the patrol and took back the bicycle.

The Administrator of New Guinea then told New Britain District Commissioner, Mr. J. R. Foldi, to "use whatever force was necessary to collect the tax."

On August 3, a patrol, equal to about the total male population of the village, and consisting of 15 Europeans (including District Commissioner Foldi, P-NG Police Commissioner, Mr. C. Normoyle) and 80 native police went to Navuneram.

The natives were told that the whole village was to "line for a census" but the natives refused to

(Continued on page 151)

PACIFIC REPORT

Turn to these inside pages for more highlights of the month's news:

Burns Philp Build Bigger Stores; 10 Years for Killing a Chinaman; Driving is Suicide in Santo—117. Three Months' Notice for PS; NNG Prepares for Jet Age; Fiji's Sundrenched Taxpayers—119.

NZ Wants Fiji's Trade—123. Fiji Native Policy; Cook Islands' First Speed Cop; Night Landings at Nadi—125. Modern Phones to Cost W. Samoa £20,000; Shrinking Demand for Lowgrade Copra —126.

Over 100,000 Samoans Now; Sheep in NG Highlands—127; Papua Has a Coathanger, Like Sydney's; Passage Blasters at Work in Cooks—129.

Tapu Removed from Tonga's "Aoniu"—135. Investment Opportunities in NG—137. Niue on the Map; Radioactive Dumping Grounds—138. Achievements of Harold Gatty—139. Lingual Experts in NG—141. More Tuna Fisheries?; Otter Overshoots at Tapini—142. Psychiatrist's View of NG Natives—143. BSIP "Island" Destroyed—145. Western Samoa Trade "Still Healthy"—146. But W. Samoa Copra Exports Fall; Waria Syndicate Consults Leading QC—147.



Fiji Exports Iron Ore to Japan

Fiji in early August began a new export—iron ore to Japan!

FIVE hundred tons were loaded into the *Minsei Maru*, at Lautoka Harbour, as the first shipment—and there are many more loads available if Japan decides it likes this one.

The iron ore comes from a deposit at Momi, about 25-30 miles from Lautoka. It is owned by Mr. Ram Kuver, but few people have known anything about it, for most of the publicity has been reserved for the export of manganese from that end of the island.

Handling the shipment are Banno Bros., a Japanese firm with pre-war interests in the Pacific, who have in the last year or two returned to Fiji; and W. L. D. Harvie Ltd., a Lautoka firm.

The iron ore has been assayed at 62 per cent., which is high grade, and there is said to be 200,000 tons in the deposit.

Photograph above shows Mr. D. Smith, of W. L. D. Harvie Ltd., watching a truck load up with the iron ore for transporting to the *Minsei Maru* at Lautoka wharf.

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All Quiet in French Islands

BUT PRICKLY PROBLEM IS DUE SOON

ALL was quiet in New Caledonia at the end of July, following the political pro-Gaullist flare-up on June 18-21.

After a similar political revolt in French Oceania on April 29-30 (the direct result of new legislation introduced by the Leftist Assembly) there was quiet. No demonstration, there, followed the political change in Paris.

Firm action in each case by the Territories' Governors—and especially the prompt decisions of M. Aime Grimald, in Noumea—stopped all disorderly developments, by both Right and Left parties.

For a little while, in late June and early July, the situation in New Caledonia was ugly; but both sides quietened down, and neither side challenged the Governor's right—which was firmly supported by Paris—to take complete responsibility for administration, pending clarification of the constitutional position.

By mid-July, it was clear that the constitutional changes, brought about in the French Oversea Territories in recent years by the Fourth Republic, were under review by General de Gaulle, along with the Constitution of Metropolitan France herself.

It was those constitutional changes in New Caledonia and French Oceania which brought about the election of an Assembly under a common roll, and the establishment in power of local governments of a definitely Leftist character. This, in turn, led to the Rightest revolts in Tahiti (in April) and New Caledonia (in June).

In each case the Governor, pending constitutional review, has taken full administrative responsibility.

Choice for Territories

It was officially announced in Paris on July 20 that, after the referendum had been taken in France, next October, on the new Constitution to be submitted then by General de Gaulle, the various overseas Territories of France will we allowed to choose the form of future government they prefer, namely—

- The Territory to become an integral part of France, with a status similar to that held by Corsica or Martinique; or
- The Territory to become one of a Federation of French States, each having control over its internal affairs, but leaving control of national defence, diplomacy, economic policy, justice and higher education to Metropolitan France; or
- The Territory to retain its present status.

No other details were given.

The method under which each Territory will make its choice was not indicated. This is a matter of considerable importance.

There is likely to be a sharp difference of opinion in the French Pacific Territories concerning each Territory's future status. How is a decision to be reached?

The Leftists, who elected the present Assemblies (now more or less moribund) under a common roll will naturally wish to retain the one-man-one-vote system in deciding the Territory's future status; and that decision naturally would then be in favour of the continuance of the common roll.

Against Common Roll

But the Rightists certainly will object to the further use of the common roll. After the recent series of Assembly incidents, they will demand at least some form of differentiation between the votes of the literate and the illiterate classes.

There is room here for very wide differences of opinion, and a possibility of civil disorder, regarding the one-man-one-vote system.

It comes down to the fundamental question—*likely to be of importance in due time in every South Pacific Territory*—of what should be the qualifications of a voter. Is the attainment of an adult age, by a person of any race, sufficient? If it is not, what should be the measuring-stick—education, or public service or ownership of property, or what? And are there to be degrees recognised in these several qualifications?

Tahiti Has Rightist Local Govt.

News is slow in coming out of Tahiti. However, we now have a fairly comprehensive account of political events there in recent months.

After the election on a common roll of a Territorial Assembly for French Oceania, the state of parties was (early in 1958)—

Union Tahitienne Democratic (led by M. Alfred Poroi) .. 1
RDPT (one faction of 10 led by Pouvanaa a Oopa, and one faction of seven led by J. B. Ceran-Jerusalemy) 1

A local Administration then was formed by the RDPT (Rassemblement Democratique Populaire Tahiti) with M. Ceran-Jerusalemy (who, in private life, is a linotype operator in the Government Printing Office) as President and M. a Oopa as Premier.

The new Government excited public opinion by (a) introducing a new income tax and (b) suggesting that French Oceania might break away from France and form a separate republic.

On April 29 and 30 (see *PIM* of May, p. 14), the citizens of Tahiti revolted against the Government and the Governor assumed administrative control, pending a re-arrangement.

The new taxation law was rescinded and a new local Rightist Administration, headed by MM. Alfred Poroi and R. Bambridge, took over.

All has been peaceful, since. There was no public reaction in French Oceania to the arrival in power in Metropolitan France of General De Gaulle, as there was in New Caledonia.

Reporting to Paris

At the end of July, the Governor of French Oceania (M. Camille Bailly), and the RDPT leader, M. Ceran Jerusalemy, proceeded by air to Paris (via Fiji and Noumea) to report in person on political and economic affairs.

Pending the submission to the people of France by referendum, in October, of the new Constitution prepared by General de Gaulle, the respective Governors of New Caledonia and French Oceania are accepting a large measure of responsibility for the administration of the two Territories.

(*See also article, page* 150.)



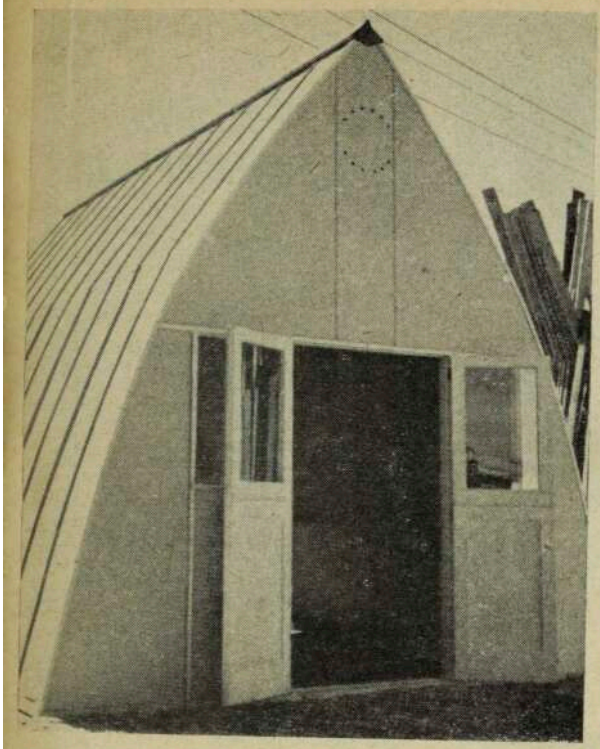
THE CAKE CUTTER. The Rev. Father Andre of the Roman Catholic Mission, Santo, New Hebrides, celebrated the 50th anniversary of his ordination as a priest on July 6. He has been in the New Hebrides for 49 years—at Pentecoste and Aoba before going to Santo. Father Andre is very popular with all Santo residents, who got together on July 6 to give him one of the biggest parties ever held in the district. The photograph shows him looking very serious as he prepares to cut the huge cake baked and decorated by local ladies.

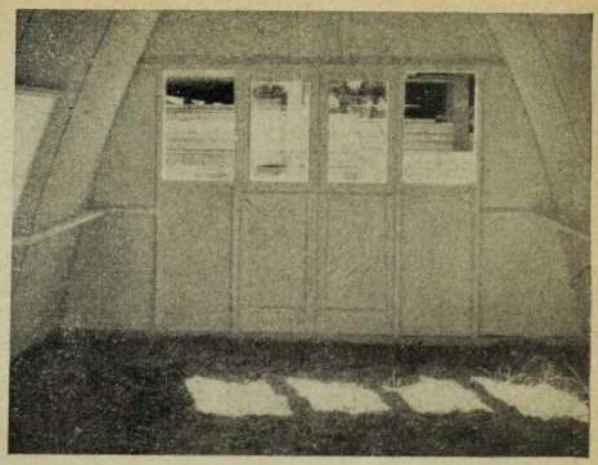
BSIP Trial Timber Shipments

Encouraging interest has been taken in the timber samples sent to Japan by the Forest Department of the British Solomon Islands Protectorate. An Australian firm is also showing interest in two kinds of Solomons timber.

The trial samples will be followed by small trial shipments of logs.

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Two views of Fiji's new igloo style house. The igloo has double doors at each end, and one window at the side — but more can be added. The inside is lined. Below is a Dovi house under construction.

Tropical Home in an Igloo

Hank J. Martinus, a 38-year-old cabinetmaker from Groningen, Holland, was living in Victoria, Australia, early this year when he got the idea for a cheap house.

He visualised a house built igloo fashion, so that the curves would give strength, yet require less material. So he built one on his block of land in Victoria, using galvanised iron over a timber frame.

The result wasn't exactly a thing of beauty (see photograph over page) but it was, as he predicted, cheap; and it was strong.

Mr. Martinus had hopes that his house idea might be saleable, but nobody seemed very interested in it in Australia.

So the igloo ended up as a temporary car garage and Mr. Martinus took off for Fiji, and a new job.

He worked in Suva at a timber-yard, designing furniture.

Improvement

Before long he had another urge to build his igloo house, so he made an arrangement with his employers to let him build another model in a spare corner of the timber-yard.

Basically the same design, this one was an improvement on the Victorian effort. It had more windows, a better ventilated ceiling and some refinements inside.

When painted out, the igloo house created quite a lot of interest—for in Fiji, unlike Australia, the design did not appear so revolutionary. Fijian thatched bures were not so terribly different in design from the igloo.

And the igloo had the advantage of being designed as a pre-cut assembly unit, able to be erected by unskilled labour in a matter of hours.

In July, cabinet maker Martinus left the employ of the timber-yard and has now started up in business in Suva on his own account—building igloos.

Model "A", as he calls it, with a length of 17 ft, a width of 13 ft 8 in. and a height of 13 ft 6 in. (8 ft 10 in. ceiling) is available erected for £232—which is £1 a square foot.

Pre-cut, it is £174, or 15/- a square foot.

The igloo requires a concrete floor.

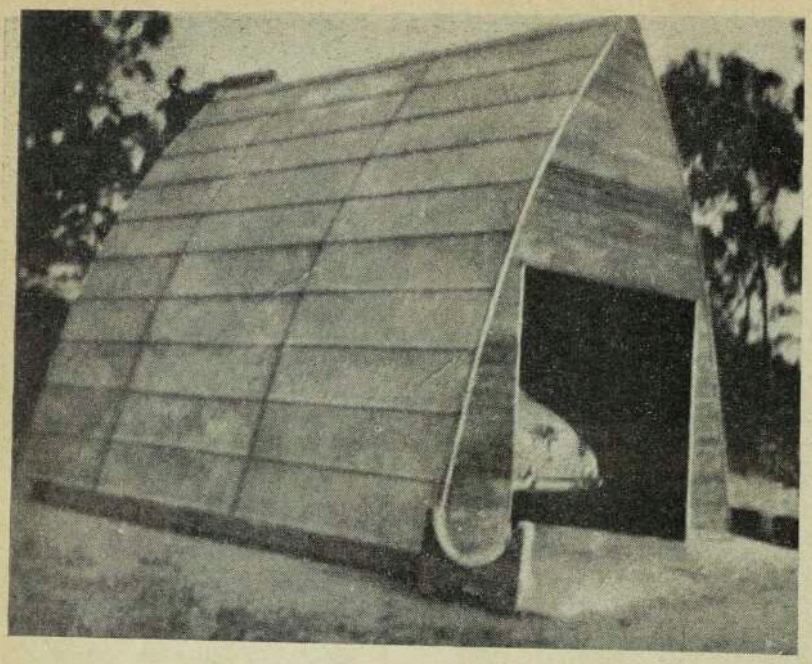
Because of the roof design, it does not require guttering or downpipes. The gable ends are of waterproof plywood, with ventilation let into the ceiling. The outside walls are covered with sheets of 24 gauge plain galvanised iron, crimped at 15 in centres.

Mr. Martinus insists that his igloo design is a better proposition than the Dovi house, Fiji's present example of cheap housing for

(Over)



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This is the first igloo house Mr. Martinus built in Australia.

Fijians, because it is simple and quick to erect, besides being cheaper.

Meanwhile, there is more and more interest being aroused in his unusual house, and at least one big Fiji company had decided at the end of July to erect a line of igloo houses as quarters for its Fijian staff.

The Burden of Responsibility

Emilio, native seaman on the motor vessel *Myrtle*, in the north-west Solomons, leaned over the stern and tried to fill a bucket, attached to a rope, with water.

The rope broke, and the horrified sailor watched the bucket sink. It was his responsibility. Forthwith, he dived over the stern.

The *Myrtle* went on her way. An hour later, northwards of Gizo, Emilio was missed.

The *Myrtle* went back and searched for him for seven hours. All shipping thereabouts was asked to keep a look-out.

Emilio climbed ashore on the Gizo coast, after a two hours' swim. He was quite well. The bucket was not recovered.

P-NG Police Force Increase

To meet the need for increase in the P-NG police strength, due to expansion of urban centres, it is planned to raise the number of European officers by just over 50 per cent. This will bring the total establishment of officers to 99.

FIJI'S GOVERNOR LEAVES ON AUG. 30

THE Governor of Fiji, Sir Ronald Garvey, KCMG, who this year retires from the service of the British Colonial Office, plans to depart from Fiji on August 30.

His successor, Sir Kenneth Maddocks, KCMG, is expected to arrive in Suva in October, by steamer.

Sir Ronald and Lady Garvey, during July and August, have been engaged in a series of farewell visits to different parts of the Colony.

After touring the Western Division, they sailed in the new Government yacht, *Ra Marama*, to Rotuma; and from there they went on to pay a farewell visit to Queen Salote, of Tonga, in Nukualofa.

Sir Ronald, who spent most of the early part of his life in the South Pacific area, came from British Honduras to assume the Fiji Governorship in 1952; and he and Lady Garvey (a daughter of a former top-ranking public servant in Fiji) have been highly popular with all of Fiji's four chief communities.

The farewell ceremonies, prior to their departure at the end of this month, will have more than the usual significance.

Sir Ronald and Lady Garvey plan to reside in England.

P-NG Education Advisory Board

FAREWELL AND RECOMMENDATIONS

The eleventh meeting of th Papua-New Guinea Education Ad visory Board (July 29-August 1) wa by way of being a farewell to th retiring Director of Education, M W. C. Groves.

AT the end of the session, member adopted a resolution expressin "their thanks to Mr. Groves fo his inspiring leadership of th Board, as its chairman, since its in ception, and their best wishes t him and Mrs. Groves for a happ retirement."

Mr. and Mrs. Groves were guest of Board members at a dinner a the Hotel Papua on July 30.

Only one voice seems to have bee missing from these expressions o goodwill: That of the Minister fo Territories, Mr. Paul Hasluck.

At the tenth meeting of th Board, at a special session when th Director was not present, the Boar adopted a strongly worded resolutio for transmission to the Minister, re questing that the services of Mr Groves be retained in a capacit that would enable his special experi ence and qualifications to continu to be available in connection wit future educational planning, especi ally on the native side.

It was noted at the eleventh meet ing, just completed, that no repl had been received from the Min ister.

It is no secret that, althoug Mr. Groves has reached retirin age, the decision that he retire nov is that of the Minister and not o Mr. Groves.

The Board has eight members i addition to the Director of Educa tion, who is chairman. Four of th members represent the Christia Missions engaged in educationa work in the Territory, the remain ing four representing the Adminis tration.

The Mission members are:—

The Rev. Percy Chatterton, Lon don Missionary Society, Por More by; The Rev. Fr. J. Dwyer MLC, Sacred Heart Mission, Rabaul The Rev. M. Heist, New Guine Lutheran Mission, at Lae; an Archdeacon B. Roberts, Anglica Mission, who is Headmaster of th Martyrs' Memorial School for nativ boys in the Northern District.

The Administration members, i addition to the Director of Educa tion (Mr. W. C. Groves) as chair man, are:—Mr. F. N. Boisen, Dis trict Education Officer for New Britain; Mr. J. K. McCarthy, Actin Director of Native Affairs; Miss B. McLachlan, Officer-in-Charge of

(Continued on page 151)

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Last Minute

Save

TEAL'S CORAL ROUTE IS "ON", AGAIN

TEAL's six-years-old Coral Route was unexpectedly brought to its death bed at the end of July—but before the last heart beats had faded away, some quick surgery miraculously revived the patient.

BY early August, the service had been declared fit for at least another two years.

First news of the trouble came as a surprise.

The future of the service had been in doubt for some time prior to July, because of long drawn-out conferences between the Australian and New Zealand Governments on the future of the jointly-owned TEAL services generally.

But chairman Sir Leonard Isitt and general manager F. A. Reeves, speaking in Suva and elsewhere at the beginning of July, had given a broad indication that the Coral Route would be continued, whatever alterations would be made to other TEAL routes.

The situation undoubtedly was, as far as TEAL executives felt, anyway, that the Coral Route would somehow be kept going (between Auckland and Tahiti, via Fiji, Samoa and the Cooks) until suitable landing grounds could be built, and the flying-boats replaced by conventional aircraft.

Navigational Aids Out

This, TEAL felt, would probably be within two years.

But then, at the end of July, came the unexpected announcement by New Zealand's Civil Aviation Administration that radio and navigational aids at Aitutaki and Rarotonga, in the Cooks, were below safety requirements and would be closed down in a week or two.

Thus TEAL found itself unable to run its aircraft any farther than Samoa.

The company announced that its last Solent would leave Papeete on the final return journey on August 12. Thus would come to an end the Coral Route.

The announcement brought dismay along the route.

The Governor of French Oceania, M. Camille Bailly, said the news had been received by the French "with great regret."

Then, surprisingly, came an announcement by the NZ Minister in charge of Civil Aviation, Mr. Mathison, saying NZ Cabinet was considering ways of maintaining the Coral Route, including the use of a land plane.

As everybody knew, use of a land plane involved many thorny problems that could not be solved overnight, so the statement caused confusion.

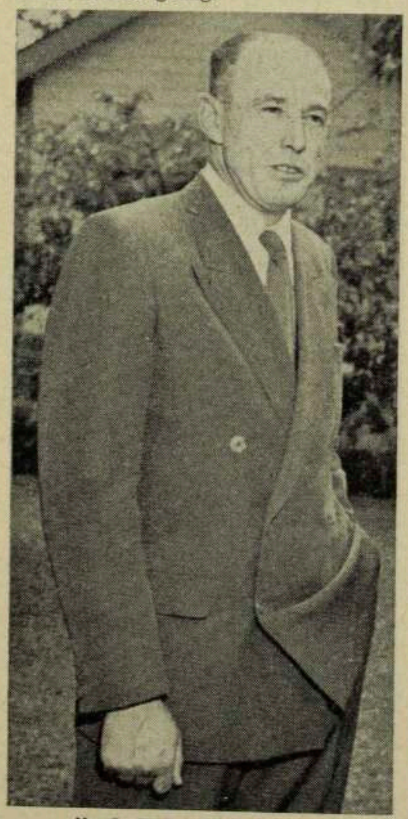
TEAL meanwhile announced that from September 3 it would operate a fortnightly flying-boat service between NZ, Suva and Samoa—thus at least continuing Samoa's air link.

It meant that only the Cooks would be left out on a limb, because the French international airline, TAI, had already announced that it would start a weekly land plane service in September from Paris to Bora Bora (near Papeete), via Australia, New Caledonia, New Zealand and Nadi.

It was then that the TEAL patient was revived.

Following some high-level activity, the Civil Aviation Administration announced that it had arranged for the radio aids in the Cooks to be brought up to standard again as "quickly as possible".

TEAL simultaneously issued a statement saying it would keep the Coral Route going.



Mr. F. A. Reeves, in Suva in July.

It announced some temporary plans (involving a two months' overhaul for the Solent, and use of a chartered flying-boat meanwhile).

But then, on August 14, it was able to announce that the Coral Route would quite definitely start again on September 18.

It would fly Suva-Samoa-Aitutaki-Papeete, and then return to a fortnightly frequency with a two-and-a-half day stopover at Papeete.

The service would be operated with Solents, as before.

"To Reap Benefit of Enterprise"

In Auckland, Mr. Reeves said: "The Civil Aviation decision means that New Zealand, which has invested a good deal of money and many years' effort pioneering and developing this route, will remain to reap the benefit of its enterprise.

"Over the last three years, the Coral Route financial results have improved rapidly, and we expect the returns for the year just ended will be better than ever.

"Taking into account the effect on traffic which the route generates on TEAL's Auckland to Nadi service, it can already be considered a break-even operation. Without the Coral Route the financial results of our operations between New Zealand and Fiji would be less satisfactory.

"While we dislike losses of any kind, a modest loss on one route is not untoward when nett profits on others exceed £200,000 sterling annually."

Mr. Reeve added that "in due course" the Coral Route had to become a land plane operation, but in the meantime it "should be able to operate successfully" with Solents.

After the previous few weeks of nail biting, there were many along the Coral Route ready to pray that he is right.

P-NG Copra Producers To Get More

There was big news for Papua-New Guinea copra producers on August 5 when the P-NG Copra Marketing Board announced that the tentative price for copra would be increased £3 per ton in all grades.

The tentative price that had been in operation since January 1, 1958, was £A47 per ton for hot air dried; £A46 for FMS, and £45/7/6 for smoke grade.

The new price will be: Hot air dried, £A50; FMS, £A49; smoke grade, £A48/7/6.

The new price will mean a back payment of about £A150,000.

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But Later Withdrawn

NG Native Charged With Double-Murder

A NATIVE who was already serving a 12 years sentence for a sex offence when a double murder was committed in Rabaul in January, 1957, was arrested and charged with the crime, end of July. A fortnight later, the charges were dropped.

He is Yambon, 27, a native of the Morobe District, who at the time was serving his sentence in Rabaul. He subsequently was removed to a mainland prison.

On January 12, 1957, the slashed and battered bodies of Carole Wright, 17, Australian, and Daniel Ng, 23, Chinese, were found in scrub on the outskirts of Rabaul.

In the previous May, another young couple had been battered to death on Rabaul Golf Course; a part-European was charged and convicted, but later won an appeal to the Australian High court.

As a result of these two unsolved double-murders, Rabaul residents experienced a period of jitters, and a rating off a visiting warship, who wandered into a Rabaul home one night when apparently drunk, was shot dead by the householder.

Yambon appeared before the Magistrate's Court in Rabaul on August 11.

There, police asked leave to withdraw the two charges against Yambon.

They gave no reasons for the action.

Banana Future In The Balance

A West Samoan delegation was in New Zealand in early August, discussing with the Government the future of Samoa's banana exports to the Dominion.

THE result of the talks were being awaited with eager interest by growers in Fiji and Tonga—for both countries will be affected by the decision NZ makes on W Samoan bananas.

Fiji and Tonga export to NZ—their sole market—but, allied with internal problems in NZ, W. Samoa, another exporter, has recently increased its production by such an amount that it threatens to take over the whole NZ market of a million cases a year.

Fiji recently sent a delegation to NZ requesting a market guarantee for Fiji, and Tonga in late July was still deciding whether to send a personal delegation on the same subject, or handle the matter by letter.

NZ meanwhile has indicated it won't make any decisions until it has heard what W. Samoa has to say.

HOME BASE

By Sydneysider

Sydney is the hub of the South Pacific, and its news is your news. Here are some of the things that made August headlines.

SYDNEYSIDERS will have to "enter the higher realms of intelligence" to cope with the new plan for substituting seven numeral telephone numbers for the present two letters-four numerals combination. One suburb, Cronulla, already has the seven numerals and others are to be changed over soon. Dr. J. MacGeorge, leading Sydney psychiatrist, says it's going to mean a sharp rise in wrong numbers; letter-figure combinations are easy to remember but people of average intelligence can cope with only four figures—after that you enter the higher realms aforesaid. But the PMG says it is going on with the scheme, regardless—to pave the way for when we can dial interstate and trunk calls.

* * *

Business and commerce which moved out of the city to Victoria Cross — that is, the north approaches to the Harbour Bridge —to avoid traffic problems, find that they just left the frying pan to get into the fire. The northern approaches are the target for more and more parking restrictions as the Police Department makes bigger and better efforts to keep bridge traffic flowing smoothly. The approaches, from Crows Nest in, are a traffic maze that Sydneysiders have learned to live with. But it is a nightmare to visitors, and horrifying stories—most of them apocryphal —are told of strangers who failed to get into the right lane, follow the right tags or bear right or left at appropriate places, ending up miles from where they want to go.

* * *

Unflattering Sydney newspaper comment attended the 1958-59 Federal Budget—which gave nothing to anyone except a few minor concessions to some pensioners—brought down by Treasurer Fadden on August 5. Its complete lack of popular appeal virtually on the eve of a Federal election, said *The Sydney Morning Herald*, shows that Prime Minister Menzies and his Cabinet are certain they will be returned to office for another three years.

* * *

THE ARTS: Harry Phillips, aged 13, member of the Creative Activities Centre of Erskineville, an inner suburb, had one of his oil paintings (white horse, hills in background) purchased by the Governor's lady, to hang in Government House. Henry says he's definitely no square; he only mucks about with painting in his spare time, and he doesn't think it's sissy.

* * *

BUSINESS: Mr. Arthur Butler exploded a bomb when he returned to Sydney from abroad and said he would start another interstate airline, using chartered Britannias now and French Caravelle jets in 1960. Mr. Reg Ansett (of Ansett-ANA) whose battle with Mr. Butler and Mr. B's Butler Air Transport Ltd., a few months ago, made Australian commercial history, said he hadn't Buckley's — or Butler's— chance of starting up. No one else appears to think much of his chances either, as Federal Government seems now committed to a policy of only two interstate airlines.

* * *

PEOPLE: Sir Charles Lloyd Jones, grandson of the founder of David Jones Ltd., Sydney's biggest department store, died, aged 80. Prime Minister Menzies gave the oration at the funeral, which was one of Sydney's biggest ever.

* * *

FASHION: Sydney's hottest July day in 25 years (75 deg. on 27th) was followed by springlike early August and brought on a preview of summer fashions, most remarkable thing about which is the quandary Sydney females are going to be in about position of their waists. Fashion designers are equally divided on whether it should be under the armpits, around the lower hips or in its right place. It is noted that the prevailing short skirts are most favoured by those whose underpinnings and knees are least suited to bearing the strain.

* * *

THE PRESS: Mr. Eric Baume ("This I Believe") has joined Mr. Ezra Norton's *Truth* and *Daily Mirror* organisation as editorial director. This is the second time round with DM; Messrs Baume and Norton parted company some years ago with, as we understood it, mutual satisfaction all round.

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CSR Pulls Out

INDIANS PLAN MORE SUGAR FOR REWA

WHAT happens to the Indian cane farmers in the Rewa after 1960 has not yet been decided, although there is a committee inquiring into the vexed problem.

The oldest existing sugar mill in sugar-dominated Fiji is at Nausori, in the pretty Rewa Valley, not far along the coast from Suva.

Erected in 1880 by the Colonial Sugar Refining Co., the machinery in the ramshackle iron building will finally grind to a halt at the end of the 1960 cane crushing season, and the CSR's interest in the Rewa cane industry will be at an end.

CSR's decision to close its first mill was taken after long experience had shown that Nausori is too wet for successful cane growing.

All CSR's other mills are operating in the "dry" areas of the Fiji group (which, oddly enough, have this year become a little too dry, due to drought, so that wet Nausori is this year producing better cane).

Farmers Leave It To Others

There are thousands of acres under sugar along the Rewa, and although the CSR decision has been known for some time, the farmers themselves have done little or nothing in the way of finding alternative crops that will replace the cane—and give them an income—after 1960.

The average Indian cane farmer is a solid man of the land—a work horse—not a man of imagination. He prefers to follow where others lead, to let others do his thinking for him.

But there are plenty of Indian thinkers, nevertheless, and some of these in the Rewa hold that the Rewa's future might be in the dairying industry, or in specialised agricultural products—particularly black pepper and rice.

Rice is an important item of diet in Fiji, as in many Pacific territories, but most of it is imported. The Rewa thinkers believe that the Rewa could be used to grow all of Fiji's rice requirements one day.

But there is also a strong group which believes that sugar still has a future in the Rewa, despite CSR's decision to pull out. The crop is already there, they say, and if a new, independent mill was established it could be made to work.

£1 Million Company

In July, a group of Rewa farmers, speaking through the senior Indian member of the Fiji Legislative Council, Mr. Vishnu Deo, brought all these ideas together in an announcement that they were planning to launch a £1-million company in the Rewa.

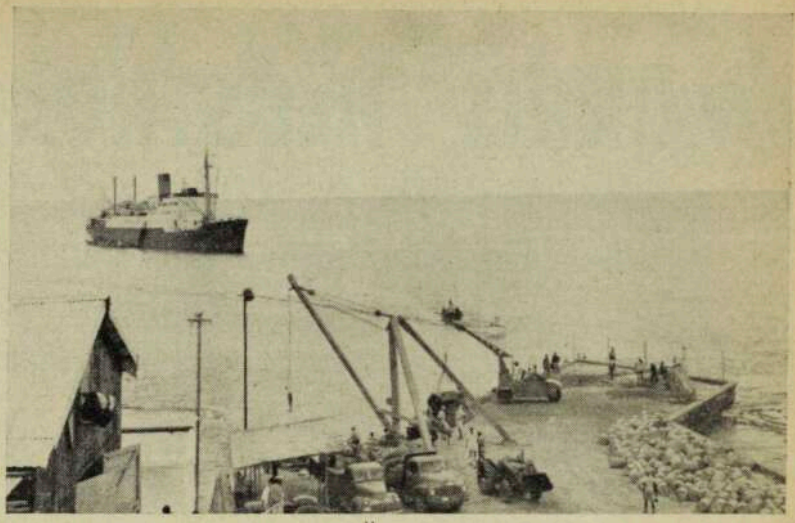
The new company, said Mr. Deo, would probably be called the Fiji Sugar Milling Co. Ltd., and would have its capital divided into 40,000 shares of £25 each.

The company planned to erect its own sugar mill, and already was negotiating for a suitable site, and inquiring abroad for machinery. One West German firm had offered a mill able to crush 100 tons of cane a day, to produce 12 tons of sugar.

Technical officers would have to be got from overseas, said Mr. Deo, who added that the company would also go in for rice, black pepper, possibly bananas, dairy farming and vegetables.

The farmers' scheme is a big one, with plenty of thorny problems to it. Many people are saying that it is too big a task to handle, and that the Rewa farmers won't really be able to carry on from where the CSR leaves off.

But a lot more are hoping that the proposed company can make a go of it—not the least of them the Indian farmers along the Rewa.



THE WORKING ISLAND

Niue Island—300 miles east of Tonga—is not called Savage Island for nothing. Since it is virtually all rock, the Niueans always have had to work hard to live. Certainly, these days, life is much more comfortable than it was, but the tradition of hard work remains, as can be seen on any "boat day". The anchorage is open to the elements and everything must be brought ashore by lighter—quickly, before the weather changes. The July "Tofua", seen here, had to handle a total of 331 tons of cargo for Niue. A small gang of Niueans, in their lighters, moved the lot in 10 back-breaking hours—or 33 tons an hour.

Aust. Grant To P-NG

IT'S UP ANOTHER MILLION

AUSTRALIA'S annual gift to the Territory of Papua and New Guinea has gone up by over £1 million. This was revealed in the Australian Budget, delivered on August 5. The figures:

	£
Grant to P-NG, financial year 1957-58	11,390,000
Grant to P-NG, financial year 1958-9	12,424,000

In addition, Australia makes a lot of grants through Departments other than Territories, of which details are not available at the moment, but which run well into six figures.

Substantial provision has been made in this Budget for "loans for Territory ex-servicemen". This is the concession wrung out of Canberra after years of trying by the Territory RSL—but which now has lost much of its value. It would have represented an important development, if made ten years ago. Individual servicemen may get loans up to £25,000.

P-NG was lucky to get another £1 million out of this budget. It is one of the most barren Budgets presented to Australia in recent years—no concessions worth mentioning were made to anyone.

Because of the weakness of the Labour Party, the Government seems assured of return in the general election next November, so there have been no cuts in taxes.

An attempt to stimulate investment in P-NG is made by allowing Australian investors to deduct, from their taxable incomes, most of the sums they have invested in oil and the development of rural lands.

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COMMENTARY

A Fijian Committee In Blinkers

HARD work, and some interesting conclusions were achieved by the Fiscal Review Committee set up by the Governor of Fiji last March. The report, circulated in July, supplies the Government with valuable data, handily arranged.

But, as a means of showing the Government a way through its increasing problems, created by over-population plus under-production, the report is of little value.

The respected Committeemen—as, of course, was to be expected—are more concerned with patching up the present obsolescent system, than with the creation of something new, suitable for meeting new circumstances and a new situation.

Fiji's debt to Britain is incalculable. Britain, in 1872, took over a primitive but delightful archipelago, filled with jealous and unco-operative tribes; and within 70 years produced a vigorous new Islands nation. The Colonial Office must get full credit for the fact that peace, order and good government were maintained during those years of critical change, when the sugar industry's Indians became the Colony's largest community.

But now everything affecting Fiji —world conditions, the political outlook of Fiji-born people, the country's economic and political structure — demands far-reaching reforms; and the proof of it is seen in the country's inability to provide for its reasonable financial needs.

The condition of the growing Fiji communities, as shaped and controlled by the present Administration, is strangling Fiji's economic development.

Assuming that no constitutional change is contemplated, the Governor's instructions to the Fiscal Review Committee (any one may read them in the report), and the way in which the Committee carried them out, are quite reasonable. As a plan for carrying out patchwork it probably is as good as could be devised, by a Committee in blinkers. Here are the main heads of the Committee's recommendations:

Make economies in general administration, so as to restore reserves.
Increase export taxes and indirect taxation, and impose a port and customs service tax if additional revenue is needed.
No increase in income tax.
No increase in expenditure on health and education.
Enforce payment for a larger proportion of public services.
Civil servants should work longer hours.
No expansion in social or welfare services.
Increase the import duty on petrol.
Some minor alterations in existing laws, with a view to making more land available, and encouraging more investment from overseas.
Reduce the scale of capital expenditure.

About the only forward-thinking paragraph in the whole report is No. 69, wherein it is pointed out that in 1961-65 Fiji will require £9½ millions for capital works, and (in our words, not the language of the Committee) God alone knows where it is coming from.

The Committee must not be blamed for the fact that its report, while thorough, is dull, unimaginative and uninspiring. It has carried out the terms of its reference.

If the population of Fiji had remained static as in, say, 1946 (250,000), the present system of administering the Colony, and financing its developmental needs, might have served.

But the Colonial Office and the senior Government officials appear to have lost sight completely of the fact that since 1946 the population has increased by 100,000, that the economic structure cannot now support nearly 370,000 under present conditions, and that a great change in political thinking has taken place in all colonies since World War II.

It is not a Fiscal Review that is wanted, but a complete revision of the Fiji Constitution, based not on the academic generalisations of Colonial Office officials, but on some solid, constructive thinking by the leading men of the established Fijian communities.

Whitehall helps those who help themselves—and we have the post-war events in many of Britain's Colonies to prove it.

☆

NG Tax-Resisters Shot. What Now?

THE shooting of New Britain village natives by a tax-gathering police-party represents a tragic accident piled on top of Administration blundering.

The heads of some Top Brass may roll in the gutter. Already, one car hear the screeching of the Trusteeship Council.

What bright genius was responsible for introducing an annual head-tax of £2 on all males over 18? Was it Minister Hasluck, Secretary Lambert, Treasurer Reeve or lonely Brigadier Cleland? Whoever it was, he must take the full blame for Navuneram. Such a system was bound, sooner or later, to bring conflict between tax-gatherer and tax-payer.

Despite all the assurances of academic and political idealists, and all the complacent phrasing of Administration reports, these P-NG natives still are a long, long way from the stage where they can be expected to understand and accept taxation. They are mostly illiterate —a fact that now is an increasing reproach upon the Australian Administration—and it is utterly impossible to draw an arbitrary line between those who are sufficiently under Administration control to be regarded as taxable, and those who are not.

When the foolish law was introduced, last year, the Administration was asked, How will you decide what sections of natives are to pay this £2 head-tax, and what sections are not to pay? High officialdom, as far as we know, never gave a clear answer.

Apparently, the decision has been left to individual District officials. If that is so, then the administration of the male head-tax law has been as indefensibly stupid as its introduction.

Apparently, some official in the New Britain District decided that the villagers of Navuneram were taxable. Other persons—including the village leaders themselves—claimed that they were not. Who was to decide? And who had the authority to say that the collection of taxation should be supported by armed police?

If the Territory had been short of funds, there might have been some excuse for this stern chase after so-called tax-defaulters. But, by grace of Australia's annual gift of £10 millions, this is by far the richest Territory in the Pacific. From the Treasury viewpoint, there was no need to tax these natives—the innovation easily could have waited for another couple of generations, and for the introduction of a higher standard of literacy.

What now? The answer lies in Canberra, or with whatever genius thought up the head-tax.

While the tax system remains, the administrative officials must collect it, defiance or no defiance.

If the system is withdrawn, the "big-heads" of the more sophisticated native communities—and there are plenty among the Tolais —will be encouraged to defy the Administration. The "Raluana Incident" has not been forgotten. The cumulative effect of Navuneram plus Raluana could be exceedingly embarrassing.

Watch Canberra! "Minister Hasluck has called for a full report", says the newspapers. "Administrator Cleland has departed for Rabaul". The stage probably is being set so that Top Brass can escape censure by blaming some petty official, or sacking some native

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policeman whose rifle was pointed in the wrong direction.

The shooting clearly was accidental. But there was no accident about the introduction of a system that led inevitably to trouble, and to this very ugly blot upon the Australian record in New Guinea. "Australia shot down natives who refused to pay taxes"—that taunt will echo along UNO's endless corridors for a very long time.

☆

Watch Your Step, Fiji Employers!

THE employers of Fiji should resist, with all the energy at their command, the insidious suggestion that the "Pay-as-you-Earn" system of income tax collection should be introduced in Fiji.

From the viewpoint of the wage-earner (who gets rid of his tax obligation by degrees, and almost painlessly) and of the Government (which receives this very substantial revenue, without effort, from six to twelve months sooner than under the present method) it is a most excellent system.

But it throws an intolerable burden upon Australian employers —already harassed by the obligation to collect and remit the iniquitous pay-roll and sales taxes.

Pay-day already has it worries and embarrassments, especially when there is overtime to be calculated and paid out. When, on top of that, there has to be deducted from the individual wage-earner a sum representing his weekly due for income taxation, and a certificate has to be maintained on his behalf (for production at the end of the tax-year) to say that his tax is paid, and all the tax deductions have to be kept together correctly and remitted every month in a lump sum to the Taxation Department, the thing becomes a nightmare.

And it is a costly nightmare—accurate records of this kind demand much clerical service.

In Australia and New Zealand, the Government puts this expensive duty upon employers, and makes no allowance for it. Employers must collect and remit the money —or else!

In Fiji, if this undesirable system is to be introduced for the comfort and convenience of wage-earners and Government, the employers should stand together in a solid body, and refuse to do the work of tax-collecting unless they are paid for it in some way. A deduction from the amount remitted to the Tax Department of 5 per cent., as collection-fee, would be a fair and proper thing.

What The July "Crisis" Showed The World

SINCE *PIM* last appeared—four weeks ago—the nations went close enough to the edge of World War III to smell the sulphur; and retired. In the process, we learned some valuable lessons:

• If United States and British Commonwealth will only stand four-square together, no nation or combination of nations will dare attack us—we could be completely secure. But our dithering and uncertain diplomacy makes this unlikely.

• The Kremlin does *not* want a full-scale war—certainly not while America's huge Strategic Air Force rings the Red block, an A-bomb on every plane, and every plane ready to take off in a matter of minutes.

• Krushchev is completely confident that Communism can conquer the world by infiltration, without war—that idealists and visionaries, who increasingly influence all our public institutions, will do the job for him. He probably is right.

• Britain, America and France are not concerned with preserving the series of petty little Arab kingships set up by Britain and France after World War I broke up the Turkish Empire. They certainly are not worth fighting about. As soon as Iraq, having murdered its royal family and established a republic, gave guarantees that it would carry out its oil-supply and other contracts with the West, the West "recognised" Iraq in its new form. Not a pretty picture—but realistic.

• The West, moving rapidly into Lebanon and Jordan, had two objectives—protection of the West's vital Middle East oil-supply, and prevention of Communist domination in the Middle East—but not necessarily the preservation of kingships. The Kremlin—after putting on a show for two hectic weeks—accepted the first; and leaves the second on the knees of the Nasser and the other high gods of Arab nationalism.

• Thus, the danger of World War III, by early August, had receded further than at any time in the last ten years.

• Nasser's plottings will seek to undermine the Jordan, Saudi Arabia and Persian monarchies. The West will not care, so long as the oil continues to flow Westwards, and Arab nationalism does not turn Red. The Kremlin is pleased with Nasser, because he hates the West, harasses the West and weakens Western influence, and the kind of Arab nationalism he is spreading can be easily penetrated by Communism.

• Factors now seen more clearly: A growing proportion of the oncoming generations in United States, British Commonwealth and France would rather accept increasing Communism than face another World War . . A new World Pow is rising very rapidly to challen both the West and the Soviet Uni —namely, China, with over 6 million people. China's streng grows, as China's industrialisati grows. She will be completely i dustrialised within two decades.

• The July crisis disclosed t uselessness and incompetence UNO. The only thing which n could give the world steadiness a security would be a solid, well-arm Anglo-American Alliance. But whe are the statesmen capable of crea ing and maintaining such a thin

☆

Why Is There No Malaria In Fiji?

UNDER the heading, "Keeping F Free From Malarial Mosquitoe a recent writer in anoth publication said: "The exacting du (of the Mosquito Control Divisio in keeping the *anopheles* mosqui out of Fiji is an achievement t significance of which few people r cognise".

Which presents a common fallac The *anopheles* (or, at any rate, t malaria bug) is not being kept o by human agency.

There is malaria in New Guine and Solomons, and the New Hebrid Some types, found in the nort east section of New Guinea mai land, are among the world's wors

But immediately eastward, in Fi and southwards, in Queenslan there is no malaria. Why?

A quarter-century ago, and at i tervals since, the *PIM* pointed o that there is no discernible reas why the *anopheles* mosquito, a his unpleasant cargo of germ should not have crossed the sho sea-distance between Hebrides a Fiji, and Papua and Queenslan any time during the past 150 yea —the period in which Europe ships have been making these co tacts. Malaria has crossed long distances than this (in South a Central America, for instance) wit in recorded history.

About five years ago, an Australia or UNO body had a scientific tea in the New Hebrides area, investiga ing the problems of why malar had not crossed into Fiji; but v never heard the outcome of the in quiry.

There is some special factor Northeast Australia and Southwe Pacific (above and beyond the d voted work of bodies like the Fi Mosquito Control Division) whic halts the *anopheles* and his bu Otherwise, malaria would have bee in Brisbane and Suva and Apia hundred years ago. If that facto can be found, we may have th answer to malaria.

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The Editors' Mailbag

Factors in the HCL of the BSI

"I produce copra and, unlike those gentlemen on the other side of an imaginary line, just northwestwards of my place—that is, over in New Guinea—I have to pay income tax," writes "Solomon Islands Planter."

"Over there in New Guinea they have many amenities, provided out of an annual grant of £10 millions each year by Australia, and they pay only an export tax.

"I cannot imagine why the British Colonial Office hangs on to this group. It has no economic value now—nor is it likely to have any unless a lot of money is spent in development. With such expenditure, BSI (which, next to the New Guinea Territory, has the largest land area in the South Pacific) really could be worth something. But Britain is not spending anything on real development.

"The British treat this as an isolated tropical colony, and the unfortunate wretches who are sent here to govern us therefore get tropical leave and all the privileges (six months' leave every so often, first-class return fare to England for the whole family, and so on)—far more than the people engaged in private enterprise.

"The cost of the BSI Administration last year was £193,000. No wonder they take income tax off us."

Indonesia's Political and Economic Instability

A gentleman who apparently is an Indonesian student at an Australian University writes chidingly to *PIM*. He cannot understand why we so consistently express an unfriendly feeling towards Indonesia.

We are not unfriendly towards Indonesians—they are an Indo-Malayan people with many admirable qualities.

But we *are* hostile to the conditions created in the East Indies by the gang of political adventurers which seized power after World War II, committed such outrages upon Dutch personnel and Dutch possessions, and opened the way for the establishment there of a Communist State.

The maintenance of Dutch rule in West New Guinea is vital to the maintenance of Australian and South Pacific security.

Present indications are that Indonesia, after its recent "victories" over the rebels, will turn southwards with the modern equivalents of horse, foot and artillery, and attack Western New Guinea. Which, of course, must have immediate effect on Australian New Guinea.

Indonesia's economy has been deteriorating all this year, and now is in very bad shape. Soekarno's "government" cannot continue indefinitely along present lines—something must break somewhere.

Meanwhile, Indonesia's economic disorderliness is an important factor in the copra market. Tens of thousands of tons, held off the market by paralysed transport, may either be ruined, or shipped unexpectedly, dislocating all marketing and milling plans, and sending prices haywire.

While President Soekarno and his irresponsible politicians remain, Indonesia can be regarded only as a bad neighbour and a political menace.

Australia gets Some Praise from UNO

"From a "retired Islands public servant", now resident in New Zealand:

"Can you tell me whether the present brand of UNO Trusteeship Council approves or disapproves of what has been done in the Trustee Territories—by Australia in New Guinea and by NZ in Western Samoa? Does United Nations think we really have done the indigenous people a service in these places?"

Briefly, the answer is that the great majority of nations approve of our achievements in those two Territories. As is usual in such things, one hears a great deal of the howling and criticisms of the irresponsible little nations in UNO, who never lose a chance of attacking what they call "colonialism," and nothing of the praise given Austro-NZ achievements.

For example, this is from a Reuter news-despatch from UNO, dated July 29:

"The UN Trusteeship Council adopted a laudatory report, prepared by a special committee, on population, land utilisation and land tenure in Australian-administered New Guinea."

The report commended Australia for its attention to the problem of high population densities in certain areas which could lead to a serious shortage of land; and for the success so far achieved in the development of a cash economy in order to improve the standard of living of the people.

The report noted that, while expenditure on education and public health services had been increasing in the Trust territory, adult illiteracy remained at a high level and that only about 50 per cent. of school-age children were receiving primary education.

Fiji Service as a Sacred Duty

Our argument that the time has come for an authoritative revision of the Fiji Constitution—set out in the article, "Concerning a New Governor in Fiji," in June "PIM"—has brought several comments, mostly favourable.

Mr. J. Madhaven, who is Indian-elected Legco member for Fiji Eastern Division, and President of the Fiji Teachers' Union, is emphatic that the British Colonial Office has failed to recognise Fiji's real needs, under present-day conditions. He believes that it is easily possible to build a larger measure of self-government on friendly contacts and goodwill between the different racial communities in Fiji.

He plans to make a formal move in the direction of asking the British Colonial Office to set up a Royal Commission to investigate the administrative and judicial systems in Fiji, with a view to reform.

On Mr. Madhavan's letterhead is the slogan: "Fiji is my home—to serve its people is my sacred duty." A few more Madhavans would be helpful to the Colony. The solution of Fiji's difficulties lies not with the Colonial Office, but in positive action by the leaders of the Fiji communities—European, Fijian, Chinese and Euronesian.

Will the NGVR Story be Told?

Whether or not the full story of what the New Guinea Volunteer Rifles did in New Guinea in the early days of the Pacific war, will ever be adequately covered, we do not know. But if it is not, it will not be the fault of Mr. Roy Macgregor, of Madang, whose letters to *PIM* have stirred up fresh interest in the subject.

Mr. Gavin Long, General Editor of the Australian Official War History doesn't let everything Mr. Macgregor says go unchallenged, however, and says that it is untrue that the War History staff has not contacted anyone in the Madang section of the NGVR. He goes on:

"I am afraid that he has forgotten that I interviewed him in Sydney on September 24, 1943, and that then, and later in 1943, he lent me copies of various letters and reports and his diary for the first half of 1942. My notes (made therefrom) including extracts from the diary, cover 22 pages, and have been most helpful."

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TERRITORIES TALK-TALK

By Tolala

Radiation

OVER-SHADOWED, possibly, by the major fall-out from gathering war-clouds in the Middle East, the reports of the contaminated Japanese ships in Rabaul with suspect crews suffering from radiation, went almost unnoticed by the Australian public, despite a modicum of publicity to the incident.

But the calm manner in which the US gaily tosses A and H bombs into the atmosphere in the Eniwetok area creates, to my mind, a certain amount of apprehension and we are inclined to be far too apathetic in what goes on just outside the Territorial area; thinking, perhaps, that because the tests occur the other side of the equator that that alone gives safety to ourselves.

The distance to Rabaul from Eniwetok is approximately the same as that between Rabaul and Rockhampton. Would the residents of Rockhampton maintain that same complacency if a nuclear device were set off somewhere around Rabaul? I'll say they would not.

The disturbing aspect of the episode is the statement of Rabaul's medical man, who (according to Press reports) said that the tests for determining the presence of radiation amongst the crew was made with Japanese equipment "because there was none suitable in Rabaul".

Surely, if Uncle Sam persists in his A and H experiments in the Pacific, it is up to him to see that adequate tools of trade are supplied to all adjacent inhabited areas to test the possibility of radiation?

A few million dollars here or there in such experiments do not come into the picture. Premeditated goodwill actions would tend for better understanding—and less adverse criticism (if that counts for anything in these days).

Is it possible that no liaison exists between the explosion centres and surrounding islands? It would be reassuring to have a statement from an "official spokesman" (of which, no doubt, there is one somewhere) on this phase of nuclear explosions in the Pacific.

FOOTNOTE: What of the recent explosion at Johnston Island which started the Hawaiians roarin' and rampin'? The distance was about the same as between Eniwetok and Rabaul. Now work that one out.

They're Odd Bods, Be Gad!

Eric Feldt's challenge to anthropologists (*PIM*, July, p. 53) must have hit some of these long-haired men and women below the belt. Anyway, he certainly hit the odd-bod nail on the head in many of his remarks.

Itinerant anthropologists in TNG during the early '20's were not so numerous, nevertheless those few immediately became suspect to the average European-layman and most certainly were an unknown quantity to the native.

No names, no pack-drill, but they usually received the imprimatur of the Administration as a result of requests to "facilitate their research work."

And on more than one occasion, far-flung government officials blessed them with vehemence as interfering busy-bodies upsetting usual routine.

They did not become a real danger until after War II, when their status was elevated as potential founders of Administration policy, and theoretical plans overrode the observations of practical experience by long-yeared residents.

This attitude, despite change of government, has continued. In fact, if anything, it has increased.

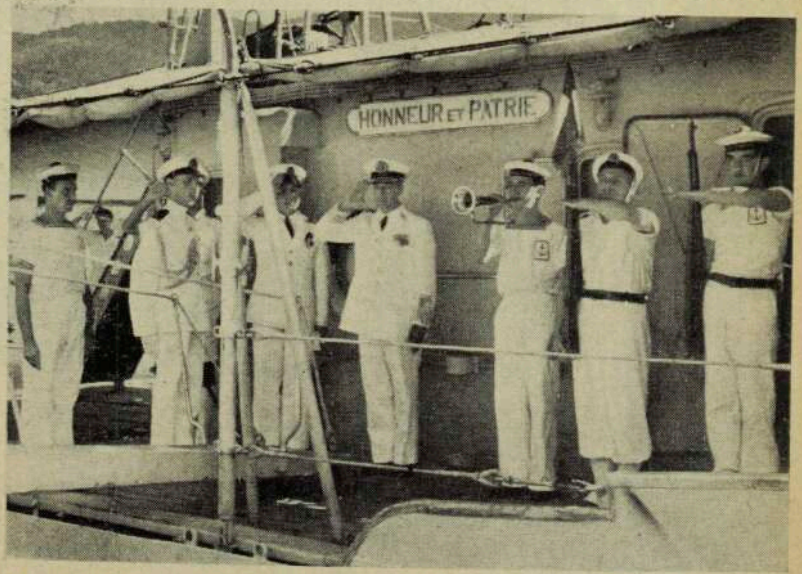
And now we have not only anthropologists touring the country on "research" work, but sociologists and psychologists propounding theories that contact with the West has been such an unsettling factor in native life that the reactions of the indigenes must be card-indexed and analysed, and possibly a mental home established for their observation!

To where does all this gobbledegook lead? And what ultimate advantage is it to the folk being "researched"?

Is it that there are so many spare "scientists" in Australia that some sort of a job has to be found for them? Or is it a gesture by Canberra to turn the spot-light on Australia's never-flagging interest in its Trust Territory?

A Blonde Complex?

One of the latest "leading Australian scientists" to be delving into the whys and wherefores of native reaction in P-NG—a Dr. A. Sinclair—who has spent the long period of three months in "research work"—drops a blonde bomb amongst old Islands people by his somewhat naive statement, according to Sydney reports (always subject to repudiation, of course) that NG



The French frigate "Francis Garnier" paid a visit to the three New Guinea Territories in July—NNG, Australian NG, and Papua. The vessel was commanded by Capitaine de Fregate Legrane, and on board was the C-in-C of French Naval forces in the Pacific, Rear Admiral Toulouse Lautrec.

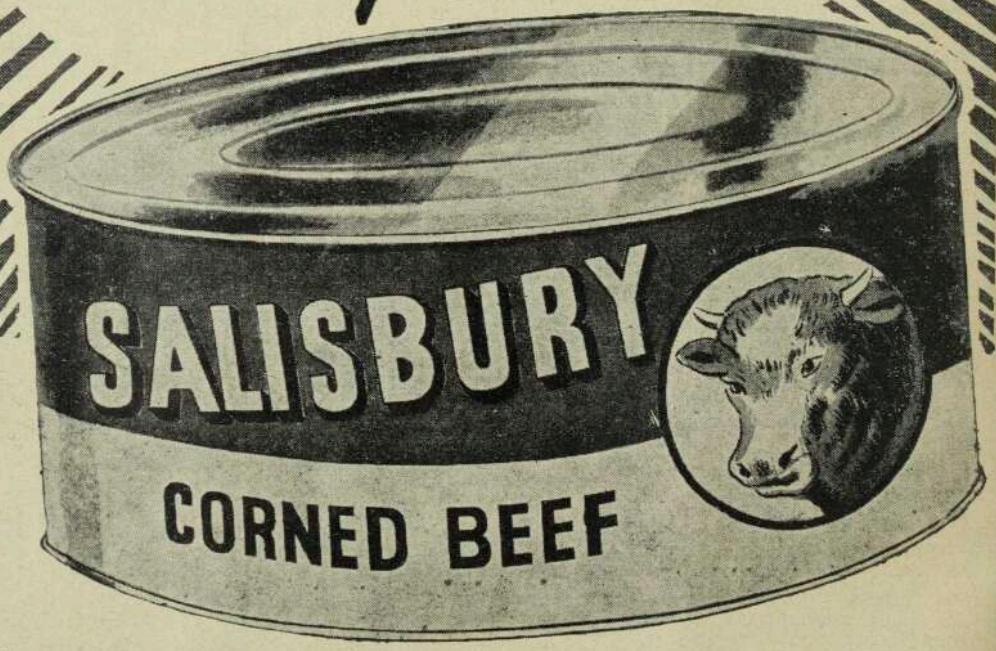
The French Rear-Admiral and the Commander of the Navy in Netherlands New Guinea, Rear-Admiral A. M. Valkenburg, exchanged official visits. The Governor of Netherlands New Guinea, Dr. Platteel (centre), is shown here also visiting the warship. Several receptions and cocktail parties were held in honour of the French guests.

En route to the annual French pilgrimage to Yule Island (where the local Roman Catholic mission is in the charge of a French Order) a call was made at Lae—but here the visit was a great deal less formal.

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Boroko has Double-First School

A building scheduled to start at the Port Moresby suburb of Boroko next month will be a double-first. It will be the first secondary school the Territory has ever had; and it will be the first building made of stabilised earth bricks in a land where fibro is king of building materials..

The bricks will be made by native prisoners at Bomana Gaol. The school will cover an area of 26 acres, when completed, and will contain, as well as regular classrooms, science, domestic science, gymnasium and workshop blocks.

The school was to have been ready for the next year. We cannot see it happening; so just as well Minister Hasluck changed his mind about paying those school subsidies for children attending Australian secondary establishments.

natives bleach their hair owing to the awareness of their "difference between the white and himself."

It is difficult to believe that such a leading scientist as Dr. Sinclair would make a statement of this nature. But so far I have heard of no refutation on his part.

Bleaching the hair by Tolai natives has been an accepted practice long before any Western influence was felt by these natives.

When the first Europeans came to New Britain they commented on this mode of bleaching the hair. It was done not from a beautician's angle, but more from a hygienic aspect, to de-louse the hair and scalp by applying cooked coral (lime).

Natives in other areas adopt cranium mud-packs of iron oxide to obtain the same effect, as well as strengthening the roots of the hair.

But as for an attempt to imitate European blondes—either male or female—I won't have that. (See Pacific Report, this issue).

Did These Yanks Make It?

An RAAF officer has found the skeletons of four US flyers in the wreckage of war planes, which crashed in the New Britain bush during the war and were later discovered by natives.

Mute reminders of those days when US, Aussie and NZ flyers plastered the Gazelle Peninsula with bullets and bombs. Too many bodies of these gallant lads will never be found.

Thumbing through an old notebook the other day, salved from my "boob" days in Rabaul, I came across the names of two US airmen who had apparently been taken prisoners and during their incarceration had scribbled their names in a couple of novels, which had circulated in that mysterious way books do circulate in prison camps.

Their names were: Frank Kurisko of 63rd Bombing Squadron, with the date 7/6/43; and Phillip L. Bek, of Lansing, Mich., USA, dated 27/6/43.

I wonder whether they ever came out. Some US reader of *PIM* may be interested enough to find out.

Most Favoured Section

Australia, and the Department of Territories in particular, can take a well-deserved bow on the UN Trusteeship Council's bouquets on its TNG administration, based on the 1956-57 report, plus its own observations.

Indeed a laudable performance of stewardship following the lines of the UN blue-prints. Our task would be easier with less box-seat guidance from Lake Success.

The statement of the Russian delegate about the Papuan portion of the Territory receiving more favourable attention than the Trust Territory brought a sharp denial from Minister Hasluck, naturally.

But in actual fact that preference does exist and has already been commented upon by our own local legislators from the Trustee section, and Moresby being the *sanctum sanctorum* of the bureaucratic VIP's naturally encourages it.

Coincidental with the Minister's denial was the announcement that the Catalina service to various important centres in New Britain and Bougainville was to be suspended, which left the local residents "aghast" at the loss of this service, one that could not be replaced readily owing to the lack of suitable airstrips.

Viewed from Canberra, such a disruption of modern communication might appear of little moment, but to the locals it amounted to the same as discontinuing bus services between Sydney's eastern suburbs and Central Railway.

Poor old Bougainville and Buka seem destined to be classed as the poor relations in the Territorial family, despite their prolific production.

Some people still have the idea that they are politically included in the British Solomons. I remember in the First War when Rabaul was captured in September, 1914, Kieta was not taken over by our troops until December of that year.

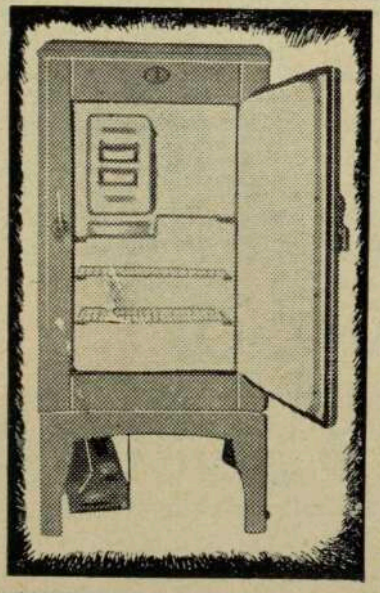
Three months was a long time (even in those days) to be existing on fish and kaukau when other districts were enjoying beer and bully beef—to say nothing of being able to receive news of what was happening in other parts of the world.

Another Book Wanted

No response yet to my SOS in June issue for a copy of *Where the Trade Winds Blow*. I'm still hoping. Another request has come along from a woman reader in Queanbeyan, NSW, who wants a copy of Eric Feldt's *Coastwatchers*, now out of print and hard to obtain.

Any copy in the House? If so, please contact me, c/o *PIM*.

(Over)



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Ready for the Hustings

It looks to me as though the valued areas of P-NG may come in for some mention during the forthcoming Federal elections.

The DLP has announced that its policy regarding West New Guinea is for it to become a Trust Territory under UN and given to Australia to look after. What the Netherlands Government thinks of the Democratic Labourites buying into a domestic affair has, at this time of writing, not been divulged.

Deputy Opposition Leader Arthur Calwell who, with a couple of cobbers spent a fortnight up in P-NG on a "fact-finding mission", gives full marks to Australian administration, classing the progress as "spectacular"; but says much dough is needed for developing the "potential resources", and incidentally reckons it will be 50 years ere the indigenes reach that State when they can stand on their own.

Federal Government Members are justly cock-a-hoop over the favourable (or should one say "not unfavourable") report of the Trusteeship Council, all of which will be good election ammunition.

It should be borne in mind, however, that there have been several rather unhappy incidents since the period ended covered by the Administration report.

Question: Has the Administration work during the period under review been greater than hitherto, or has the strength of the adverse criticism diminished?

Colour or Culture

Over the ABC news recently I heard a statement credited to retiring P-NG Education Director Bill Groves about the establishment of secondary schools in the Territory with special facilities and curricula for the native people.

And he pointed out that such educational centres did not mean that a policy of colour segregation was being introduced so much as a means to contend successfully with a differentiation of cultures.

That definition of the colour/culture problem in primitive countries appears to me to be a very apt one and, despite utterances by research workers who claim colour prejudice as being a tremendous hindrance to the advancement of the primitives, the greatest detriment is really contained in that well-worn phrase "the clash of cultures" quite apart from the colour angle.

Bill Groves is, unfortunately, on his way out, but his clarification of this colour/culture question could well be preserved.

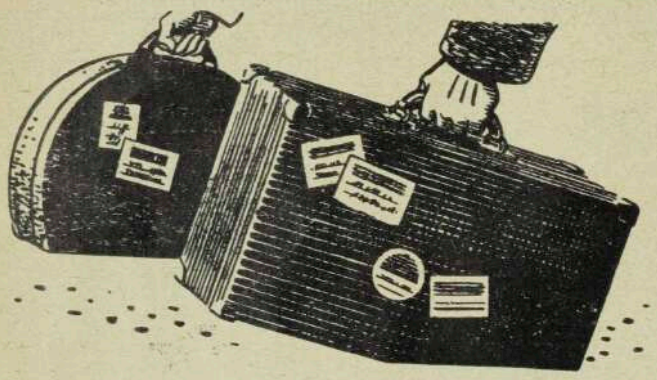
Wat Tyler Walks Again

It is a pity that unco-operativeness amongst a small section of the native community has gone to such extremes as to refuse the payment of head-tax as instanced at Navuneram and Taviliu in the Gazelle Peninsular of New Britain.

The Tolais are inclined to be a stubborn, temperamental crowd at times. I remember a long-fought incident when the Lakunai aerodrome was taken over, and also other episodes in the past, where appeasement methods by the Administration were misinterpreted as weakness against native strength.

There's a Wat Tyler in the wood-pile somewhere and let's hope the matter can be settled quickly before the sparks fly upward igniting other inflammable material.

And Wat Tyler may not have a swarthy skin at all. It's not always the man who makes the bullets who fires them. (*Subsequent events in the Navuneram head-tax troubles are covered elsewhere*).



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Honour Roll
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NAMES OF NG CIVILIAN WAR VICTIMS ENSHRINED

The names of 479 New Guinea civilians who were lost in the Territory during the Pacific war—205 of them in the sinking of the *Montevideo Maru*—are amongst 6,000 names contained in seven volumes that now lie in a place of honour in Westminster Abbey.

THE Roll of Honour—containing war victims of 42 countries—was handed over to the Dean and the Chapter of the Abbey in London in early July. The volumes lie in the Memorial Case close to the West door and within a few paces of the Unknown Warrior's Grave and the Chapel of St. George. In the Chapel is the tablet commemorating the Service dead of two World Wars.

Few people now living in the Territory, remember—if they ever knew—the extent of the sacrifice required of the pre-war population of New Guinea.

Some of those 479 presumably are from Papua where several missionaries were murdered by the Japanese in the Northern District; and some, no doubt, are New Guinea Asians; but the overwhelming majority of them, including all the *Montevideo Maru* victims, were European residents of the old Mandated Territory.

The male European population of the Territory in 1941 (including male children and all men in Coastwatchers or NGVR) was 2,582. Women and children were evacuated at the end of that year; with few exceptions only the adult males were left to take the brunt of the Japanese invasion in early 1942. Over 400 of them paid the penalty for Australia's unpreparedness.

Could Have Been Saved

As *PIM* had said many times, hundreds of them could have been saved in early 1942 had it not been for the dilatoriness of some guilty man or men in Canberra. The means was there to take them safely away from Rabaul. Only official sanction was missing.

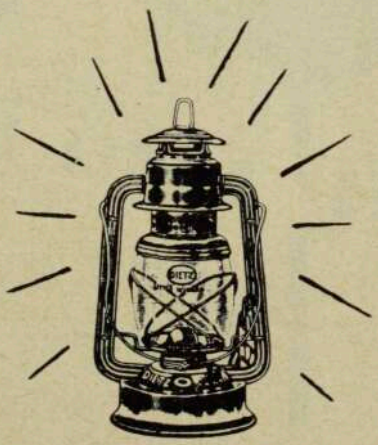
These men have been dead now for 16 years and nothing more can be done for them, but place their names on an Honour Roll. That this has been done, and the names placed permanently in the Nation's most historic shrine, will give satisfaction to many who remember them.

Our information about the Roll of Honour has been courteously given by Brigadier A. E. Brown, Secretary General of the Anzac Agency of the Imperial War Grave Commission, 660-662 Bridge Road, Richmond, Vic.

We have been informed, also, that facsimile copies of the page containing any individual name in the Roll of Honour, together with a copy of the Introduction, all in a specially designed folder, and at a cost of 2/6Stg. each, can be obtained.

The names in the Books are listed by countries where the death occurred, so that it is likely that for the expenditure of just a few two-and-sixpences, the pages containing all the New Guinea, and the *Montevideo Maru* names could be obtained. This fact might be of interest to New Guinea organisations who would like a copy of the New Guinea portions of the Roll of Honour as it now lies in Westminster Abbey.

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by
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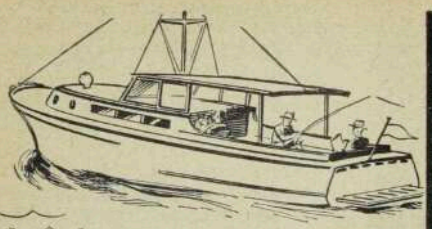
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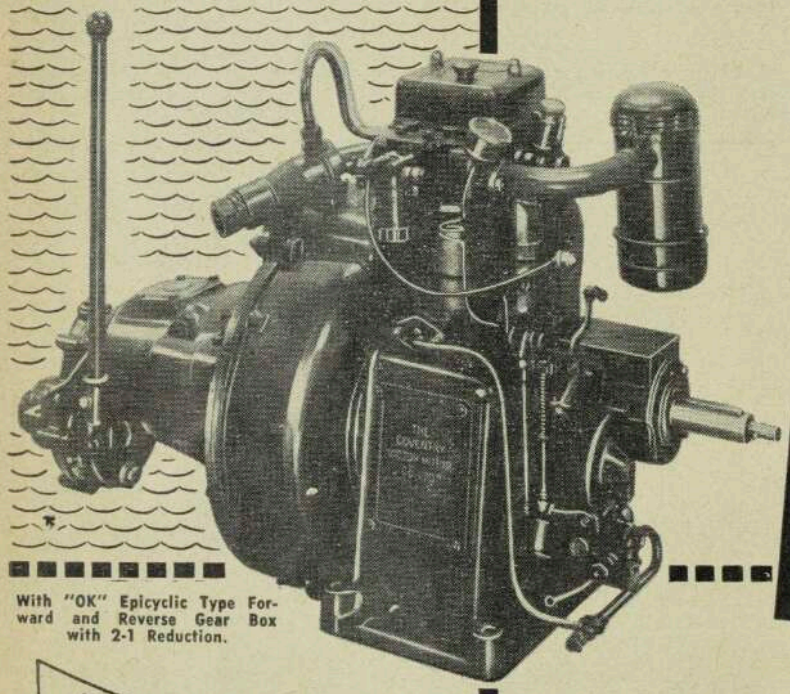
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World Copra Outlook

MIDDLE EAST CRISIS BROUGHT BUOYANCY TO MARKET

Based on material supplied by the P-NG Copra Marketing Board

• *The rise in the price of copra on the North European market to £Stg.71/6/8 at the end of July, from £stg.67/19/6 at the beginning of the month, was attributed to the Middle East crisis. Average price for the month was £Stg.70/2/6.*

A CONTRIBUTING factor has been typhoon damage in the Philippines, on top of a long drought.

The general opinion seems to be that, unless the political situation deteriorates, the price of copra will settle down around the £Stg.69 level for a while. When forming this opinion, the price recently paid for new season's whale oil was taken into consideration.

Between 80,000 and 90,000 tons of whale oil was recently purchased by Unilever for £Stg.67/10/- per ton—as against a price of £Stg.78 last year.

Margarine Requirements

The outlook for 1958 suggests that there should be adequate supplies of oils and oil-seeds for margarine manufacture in the United Kingdom, although there will probably be a tendency to follow America and use more "soft" oils (cotton-seed, soya bean, etc.), instead of the oils—such as coconut and palm oil—that have been traditional in the UK.

World production of margarine has changed little in recent years, as the table showing the per capita consumption, and that of butter shows:

	1957 Butter lb	Margarine lb
United Kingdom	17.2	15.2
Australia	27.5	8.3
New Zealand	44.5	—
Canada	20.3	7.8
Norway	7.9	47.8
Netherlands	8.6	42.5
Sweden	17.4	35.3
Denmark	22.0	44.1
West Germany	15.9	28.0
USA	8.5	8.6

The Government of India recently restricted imports of copra and coconut oil in order to foster the home oil industry. This has affected Ceylon's copra and coconut oil industry. About 14 per cent. of Ceylon's production went to India.

The Situation in P-NG

Territory production during the month was normal; in certain areas rainfall has been adequate, but extremely dry conditions are being experienced in other areas, mainly the South Coast of Papua.

Receivals by the Copra Marketing Board (including copra to CPL oil crusher in Rabaul) for the six months period January/June, 1958, totalled 46,510 tons.

The incidence of smoke grade copra (after inspection) is still high, intake figures being:—Hot air, 47 per cent.; FMS, 36 per cent.; smoke, 27 per cent.

During the six months period, 3.3 per cent. of copra submitted has been rejected for various reasons (although no doubt a considerable quantity was later received in a lower grade), and 11 per cent. downgraded.

Tentative Price Revision Soon

From time to time queries have been received by the Board regarding the assessment of a purchase price. The present tentative main ports purchase price (hot air £47, FMS £46, and smoke £45/7/6) was assessed on an assumption that the UK/Continent c.i.f. price would average around £61 Sterling during 1958. (Tentative price increased Aug. 5. See p. 17.)

However, including August shipments, the average has been £68/2/- sterling, c.i.f., and on that basis, an approximate tentative/final FMS price could be assessed as follows:

Average Philippines FM	£68 2 0	Stg.
Premiums FMS	1 5 0	,,
	69 7 0	,,
Less charges including Discounts, Freight, Handling, etc., F.O.B. to c.i.f.	16 17 6	,,
	£52 10 0	,,
Equivalent in Australian Currency	£65 12 6	Aust.
Export Duty (on assessed F.O.B. value, above)	5 16 0	Aust.
	£59 16 6	,,
Board Handling Expenses (including Stevedoring, Government Wharfage, etc.) £2 10 0		
Shrinkage 1 6 6		
	3 16 6	,,
Approximate Final Price Payment FMS at present average London c.i.f.	£56 0 0	Aust.

The matter of a variation in the present tentative main ports purchase price will be coming under consideration shortly, but any variation will depend largely on the extent to which it will be necessary to finance future operations.

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DOLLARS FOR TONGA COPRA

Tonga's decision to reserve some of its copra production for sale on the dollar market appears to be paying off.

So far this year it has managed to sell 4,313 tons (to the end of July) in hard currency areas, at a figure roughly £8 a ton better than it gets from Unilever (based on the Philippines price).

And Unilever prices from Tonga lately have been £45/10/- for first grade, and £39/10/- for second.

Of the 4,000-odd tons, 1,000 tons were shipped to Vancouver, 2,813 tons went to Venezuela and 500 tons to Colombia.

Tonga expects it can earmark, and sell, the whole 1958 production of Tongatabu—10,000 tons—at hard currency rates.

There are no plans yet for 1959.

Gulf Alumina Refinery; Misima Mines

PAPUA MAY GET NEW METALS WEALTH

OFFICIAL statements made at the end of July indicated the likelihood of an early start being made with the two major industries in Papua, forecast by *PIM* during the past year. They are—

- Establishment of gold and base metal mining on Misima Island by a new Australian Company, Pacific Islands Mines Ltd. (See *PIM* of November, 1957, p. 33).
- Establishment of a large refinery for alumina ore, at Hall Sound (behind Yule Island), operated by massive hydro-electric power from the Purari River—a plan made by British Aluminium and associated concerns. (See *PIM* of June, 1957, p. 20, and July, 1958, p. 23).

Mr. A. G. Palmer, mining engineer and a director of Pacific Mines Ltd., said that his Co. had acquired rights over about 22 square miles of Misima, and was seeking another 20 square miles. It was hoped that, by the end of 1958, the Co. would commence large-scale exploratory operations in the area from which the Block Ten, New Misima and Cuthbert companies took so much gold prior to World War II.

There were strong indications, said Mr. Palmer, that rich deposits of lead and zinc existed on Misima at lower levels than those hitherto worked, and it was believed there was good gold there, too.

Mr. Palmer planned a visit to Misima during August. His Co. was registered with a nominal capital of £500,000.

Bauxite Possibilities

As indicated in July *PIM* (page 23), the plan to treat the alumina from the great deposits of bauxite at Weipa, in North Queensland, at a special refinery in Papua, is still under investigation.

The Australian Minister for National Development (Senator Spooner), said in Townsville late in July that the two alternative means of refining the Weipa alumina were located respectively in North Queensland and in Papua. He obviously was referring to proposals to generate hydro-electric power from the Purari River, in Papua, and from coal, on the Blair Athol coalfield in North Queensland.

Senator Spooner said that the choice would be made by Federal Cabinet. That means—if he was not misreported—that the Australian Government now is giving important co-operation to the British Aluminium interests, in developing this new section of the aluminium industry.

Senator Spooner commented upon the fast-flowing rivers of Papua, and the short distance between the Weipa deposits and the coast of Papua, as factors in favour of the Territory.

Suva's Biggest Need is Bedrooms

ALTHOUGH not a fraction of this is in sight, it has been stated that Suva, Fiji, needs another 200 air-conditioned bed-rooms if it is to cope with its mushrooming tourist industry.

It is calculated that Suva has about one-third of the bedrooms it will need by 1965 if the tourist business increases at the present rate. This information was contained in a report made at the Governor of Fiji's request by the Intercontinental Hotels Corporation of New York.

A hotel—containing all these desirable bedrooms — would cost about £1,500,000. The report says that the Government should support the project by giving relief from import duties and income tax, and that action should be taken at once to form a hotel development company to undertake the construction of the hotel—and one for Nadi costing about £1 million.

No doubt the Fiji Government would be happy to do all it could to encourage the building of hotels. The problem now, as always, is getting the capital to build them.

Meantime, Fiji last month saw how other people conduct their tourist industries, when a film showing Bermuda hotels, firms and the public as a whole putting its collective best foot forward, was exhibited.

The film was seen recently in Bermuda by Mr. David Ragg, who arranged with Mr. J. W. Sykes, Colonial Secretary, Bermuda, and formerly Assistant Colonial Secretary Fiji, to send it to Suva.

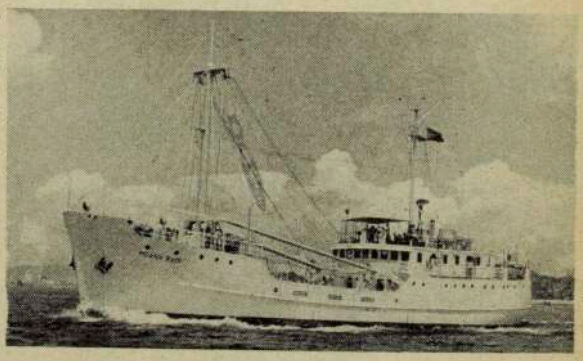
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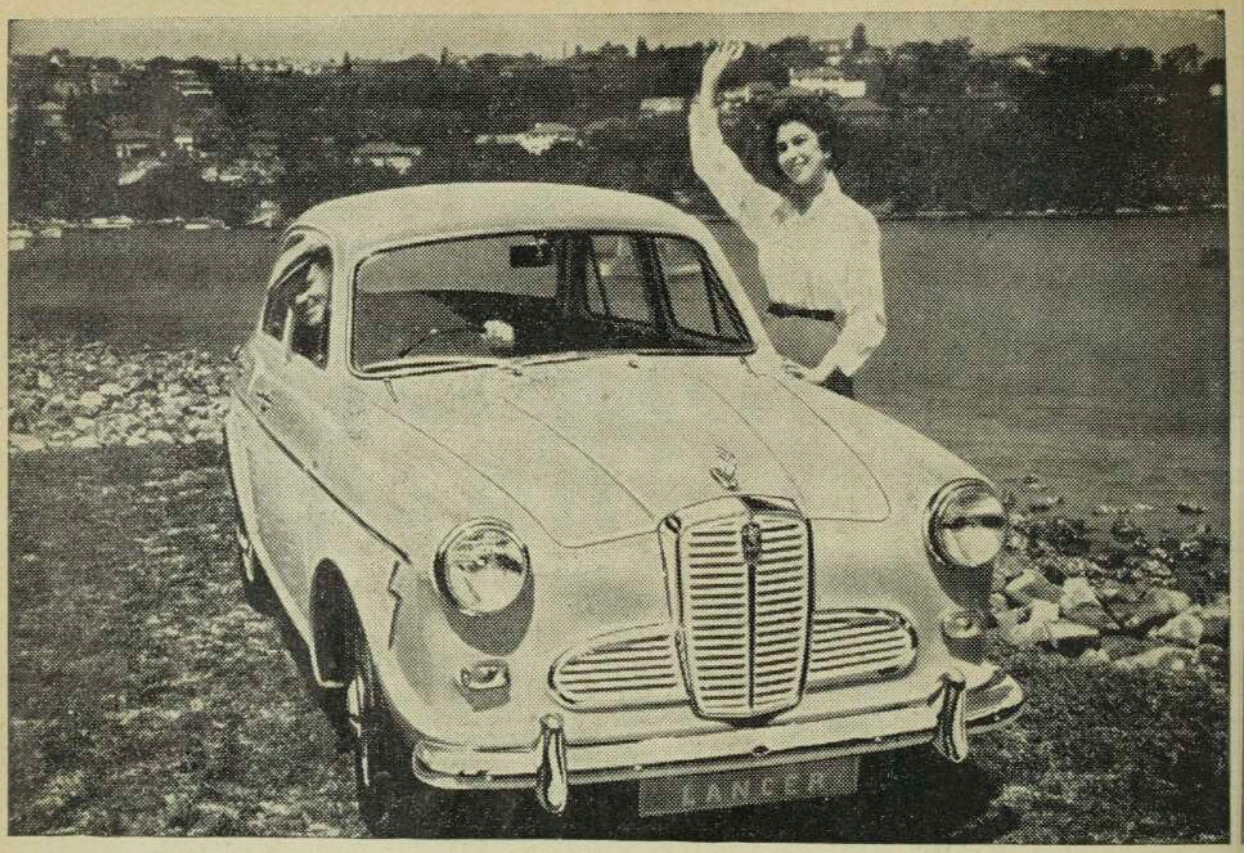
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The End of it All?

NO MORE CAPITAL FOR PAPUAN OIL SEARCH

(From AAP-Reuter)

PORT MORESBY, AUGUST 1.

• The announcement by the Australasian Petroleum Co. Ltd. today that no further capital would be subscribed for the continuation of the search for oil in Papua-New Guinea received a mixed reception here.

THE directors of the company met in London recently and announced that unless a fourth partner was forthcoming to augment the cost of a further search for oil, neither the Vacuum Oil Company Propriety of Australia nor the British Petroleum Company Limited would subscribe further capital.

Operations would then be suspended.

Both of these companies hold 45 per cent. of the shares in APC. A third company, Australian Oil Search Ltd., holds 10 per cent. of the shares.

Over the last 20 years, APC has spent between £20,000,000 and £30,000,000 on the search for oil in the gulf district of Papua, without success.

The present operations are:

• At Barikewa, drilling has finished at 13,862 feet.

• A Puri, drilling is going on beyond 9,700 feet.

• At Kuru No. 3 drilling is going on beyond 5,500 feet, where gas has been encountered.

Economic Blow

Although the withdrawal of APC from the Territory is not unexpected, Territory people regard it as an economic blow.

Recently, shares in Oil Search climbed to 2/10 in anticipation that the company would make a strike.

Today, shares dropped to 1/6. (Peak price for Oil Search shares was 32/- in July, 1954, during the oil boom).

According to reliable sources, about five per cent. of the professional staff of the company has been given three months' notice.

Native labour is understood to have been given one week's notice.

Apart from the economic implications of APC moving out, the withdrawal also presents a native labour problem.

Native Apprentices a Problem

APC had been training about 75 native apprentices. Circulars already have gone out to firms in Port Moresby asking them to take on several of these, but the demand for their type of work is limited.

The Assistant Administrator, Dr. John Gunther, said today that the Administration must try to absorb any surplus number of apprentices.

Employment of native labourers was not of any great moment, he said. Virtually there was no unemployment in the Territory for the native. He would always go back to subsistence farming in his village.

Semi-skilled workers would probably be absorbed in other parts of the Territory.

Dr. Gunther said the economic loss in Port Moresby would have a big effect on firms.

Dr. Gunther said that while the company itself was not a great subscriber in revenue to the Territory, the employees contributed in a form of import taxes. At present about 300 Europeans were employed by APC.

European Business Affected

Bankers in town were more philosophical over the announcement. One said that retrenchment of the staff had been going on for some time. A gradual withdrawal would not affect Port Moresby's progress.

Another said the fact that APC was withdrawing was no cause for any stampede.

He agreed that houses in Port Moresby were likely to be reduced in price as the firm sold out.

What the long-term implications were of the withdrawal, neither banker could foretell.

The First Newspaper In the World Today

PERHAPS TONGA COULD EARN THE HONOUR

Years ago the now defunct Fiji newspaper, *Oceania Daily News*, carried a line on its masthead reading, "The First Newspaper Published in the World Today".

IT was a fascinating title which aroused much interest among tourists. And the *Oceania Daily News* was entitled to it, for Fiji—spread across the 180th meridian, was where the day began—for daily newspapers, anyhow.

The International Dateline follows the meridian to just northeast of the Gilbert and Ellice group, then dives off at a tangent to pass east of Fiji and Tonga.

Thus Tonga and Fiji are just over the western side of the dateline. Over on the eastern side, where Samoa is, today becomes yesterday

Although Tonga is east of Fiji, and 20 minutes nearer the beginning of the day, there is no daily newspaper published in Tonga, thus there was no paper that could proclaim, ahead of the *Oceania Daily News*, that it was the world's first newspaper for that day.

And that still is the case.

So the management of the daily *Fiji Times*, in Suva last month, discussed a suggestion that the old title should go up again—this time at the masthead of the 89-year-old *Times*.

If the idea is accepted, the title will go up sometime in the next few months, when the *Times* will install a new high-speed press that will give the newspaper a new look.

But meanwhile, Prince Tungi, premier of Tonga, last month had in mind a new scheme for producing a newspaper in his Kingdom.

Prince Tungi said he wanted to produce a weekly newspaper—the Kingdom's first. It would be Government owned, and probably carry very little advertising. And it might be distributed free.

But it would be a newspaper, said the Premier, and it would contain local photographs produced on an electronic engraving machine of a type already being used by several Pacific newspapers, including the *Times*.

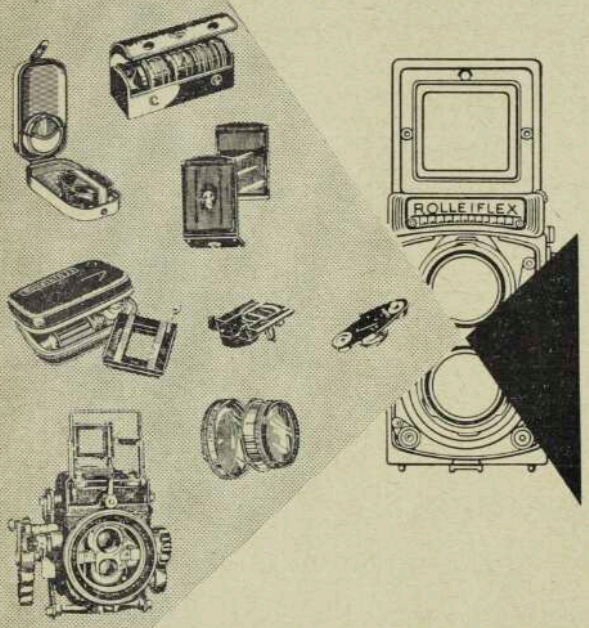
The Tongan Government, he said, would still continue to produce the *Daily News*, a single roneoed sheet of typescript containing some local and overseas items of interest, which is the nearest Tonga has come to producing a newspaper.

Although the daily news sheet cannot be classed as a newspaper, it is, anyway, published too late in the day to take away the proposed new title of the *Fiji Times*, which is published in the early hours of the morning.

But if Tonga's new weekly newspaper wants to come out at night, and take advantage of its 20 minutes' advance in time, then perhaps it—for that one day of the week—might become "The First Newspaper Published in the World Today."

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High Chief Explains "Matai" to Trusteeship Council

Why Samoans Want Democracy With A Difference

From a Staff Correspondent, recently in Samoa

With self-Government for Western Samoa scheduled for 1960, there is still a difference in opinion within the Territory concerning the type of new Government: Government under the present *matai* family system, or Government through universal suffrage.

THERE are arguments for both—and arguments, too, for a middle course which would give Government by *matai* (the elected heads of family groups) to begin with, followed fairly soon by the popular vote.

But the latest shots in the discussion were fired in July by High Chief Tamasese, at the United Nations Trusteeship Council meeting which discussed Western Samoa. Tamasese is one of the three Fautua—the others being High Chiefs Malietoa and Mataafa—and the three of them attended the recent Trusteeship Council meeting to explain the *matai* system.

Tamasese presented the Council with a printed statement explaining and supporting this system for self-governing Samoa.

The *Samoa Bulletin* (which is a leading advocate of the popular vote) was quick to report that Tamasese's document could not be classed as "official", and commented that Tamasese was just talking a lot of theory, anyway; that in practice, the *matai* system didn't work like that.

"Fact shows that many *matai* do not rise to office by constant service to the *aiga*, but because they have become wealthy or achieved positions of stature in Apia," said the *Bulletin*. "There are part-European and Samoan *matai* living in Apia whose visits to the seat of the *aiga* are made only on extraordinary occasions."

NZ Supports System

But, in any case, High Chief Tamasese's statement set out very clearly the main points of the *matai* system, and indicated just as clearly ("official" document or not) why the New Zealand Government gives its support to the *matai* system, and thinks it is the one for an independent Samoa.

"The *matai* system," said the statement, "has developed and flourished in Samoa for over a thousand years. It is just as natural for the average Samoan to look to his *matai* for leadership and guidance in all the major affairs of life as it is for the European or American to expect the press and radio or television to tell him what goes on. It is something that is an essential part of life." It continued:

Such being the case it is surely not unnatural that the Samoan people, when confronted with the difficult and unaccustomed task of devising a system of independent government, should not wish to abandon thoughtlessly the system which has stood them in good stead through so many vicissitudes, right up to the present day.

Surely, what all peoples the world over are looking for is security—freedom from fear and from want, without undue anxiety for the future. This it can confidently be asserted the Samoan social system does provide.

Every member of the clan has a right to be provided for out of the goods of the clan. The only condition is that he fulfil his part of the contract by rendering service to the family and to its head, the matai.

Those who contribute according to their ability receive according to their need. In a Samoan family, no one is idle. Each group has its appointed tasks. Even young children and the old and infirm make some contribution.

Those who are employed outside the family, e.g., in government or business, contribute a part of their earnings.

This contribution may be compared to the tax systems of other countries, and it provides security for the wage-earner. In time of sickness or loss of employment through dismissal the Samoan worker simply retires to his family and takes his rightful place there.

For this reason you will not find in Samoa, as in most countries, homes for the aged and infirm, or for orphans. The word "orphan" does not even exist in the Samoan language.

Nor does the Samoan Government impose taxes for the support of the unemployed since the need does not arise.

Individualism Has No Appeal

The statement said the impact of European ways had already changed Samoa, and other changes would come.

Nevertheless, "those who know and understand Samoa best are convinced that the great majority of her people will hold fast to the broad general principles of the Samoan way of life."

It added:

The rugged individualism of Europe and America makes no great appeal to the Samoan. Sometimes it shocks and disgusts him. The basic realities of social life in Samoa are the family and the village community. Beyond that there is the district made up of a number of villages, and now becoming more prominent is the realisation of nationhood.

True Representatives

The statement insisted that the *matais* were true representatives of the people, even though a legislature was composed of *matais*, elected by *matais*. It said:

We have avoided the use of that so much abused word "democratic", since it has come to mean as many different things as there are countries represented in the United Nations.

The matais who sit in the Samoan Legislature must certainly be regarded as the true representatives of the people. Remember that every matai is freely elected and chosen by all the members of the clan.

(Over)



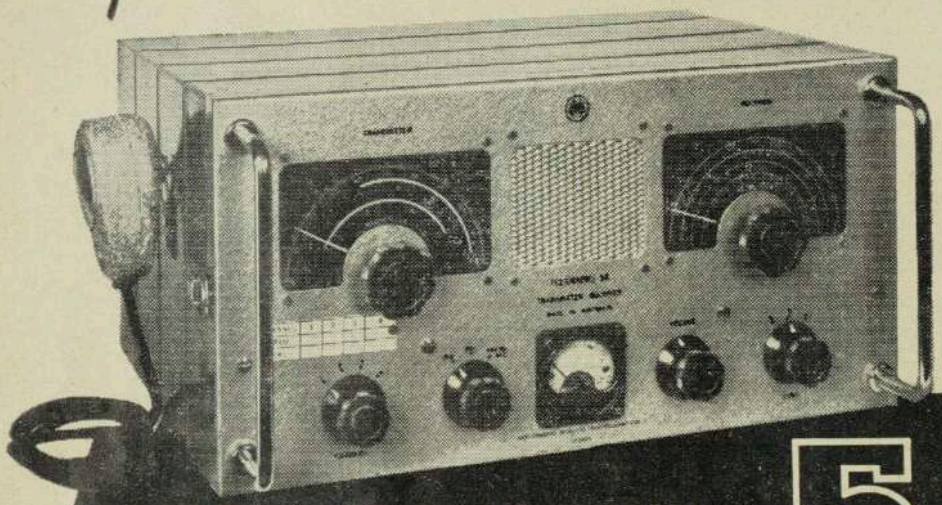
The three West Samoan Fautua, High Chiefs Tamasese, Malietoa and Mata'afa, then on their way to attend the United Nations Trusteeship Council meeting in July, to explain the matai system.

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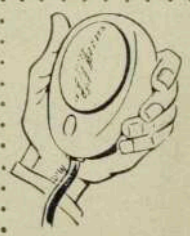
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When a matai goes to the council of the district to choose one of its number to become the member for that district (in the Legislative Assembly) the family not only feel that their matai votes on their behalf, but they also feel that they also vote through him.

In other words they feel that they have expressed their will and choice through their matai. Thus all the people in a district feel that they have played their part in the election of the member and look upon him as their representative.

Can this system be regarded as necessarily inferior to the operation of the Party System in so many countries, where the ordinary voter is offered a choice between two candidates who have been selected by a party machine in which he has no voice and who propose policies about which he is never consulted and of which he may entirely disapprove?

In Samoa the matais are constantly meeting and discussing public affairs with the members of the clan and with their brother matais in village and district councils and other gatherings. This gives adequate opportunity for forming an active and effective public opinion.

In a small country like Samoa the member for the district is known personally by everyone in the district, a thing impossible in other countries.

No one would have the slightest hesitation about approaching the member about some problem, or have the slightest difficulty in meeting him.

The Samoan matai does not lord it over the members of the clan.

As head he is given honour and dignity, but he is also the servant of all. The family or clan is the superior entity to which all owe allegiance.

About this the Samoans have a quasi-religious feeling. To them the family is sacred and the demands of family loyalty a most sacred obligation.

Not Frustrated

Mr. Tamasese's statement sought to answer criticism that young, educated Samoans were being thwarted and frustrated by the *matai* system, their initiative stifled and their voice unheeded by the *matais*.

"In the first place," the statement said, "it must be pointed out that more and more of these young, educated Samoans are becoming *matais*."

It continued:

More of them would be elected to the office if more of them realised that a European style education is not the sole qualification for that office.

It is also necessary to have a thorough knowledge of all that pertains to the language, customs, and traditions of Samoa in general and of one's own clan in particular.

Some prefer not to accept the onerous duties and responsibilities of the matai. That is their privilege.

But they should not complain when called upon to render service, for by doing so they retain the right to call upon the matai and the family in time of need.

Some of the young people forget that if they were living overseas they would be taxed heavily for the security they so easily enjoy at home.

Young people in every country are apt to be impatient with their elders. Revolutionary change often appeals to the young. Those more enlightened realise that social systems change slowly and that true progress is a painful and slow process of trial and error.

We assert with complete confidence that any young, educated Samoan who will take the trouble to study the language, particularly the beautiful ceremonial language of the orator, together with the customs and traditions of his people, will find that he will draw closer to them, so that his European education will help and not hinder both him and them.

Right of Free Choice

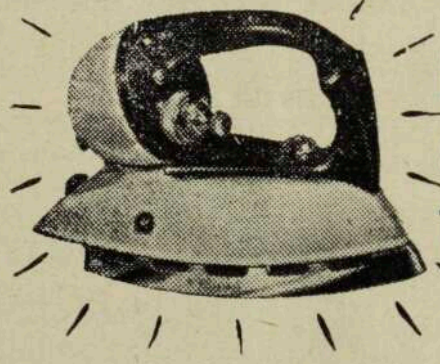
The statement to UN concluded on this note:

"We will say only that the Samoan people ask no more and no less than the natural God-given right of people everywhere, to choose freely for themselves a system of society and government that is not imposed on them by a group of foreigners, however well-intentioned, for that would be oppression and tyranny, but one which accords with their own ancient and hallowed traditions, for in these is enshrined all that is most noble and most honourable in the spirit of their race."

High Chief Tamasese's statement, and others that were made to the Trusteeship Council, are hardly the last word on the matter, however.

The Council, at its session, appointed a drafting committee for a visiting UNO mission to visit Samoa next year. It will, in the manner of all UN visiting committees, no doubt poke around a lot and draw various conclusions—some of them undoubtedly incorrect—on the value of the *matai* system in Samoa.

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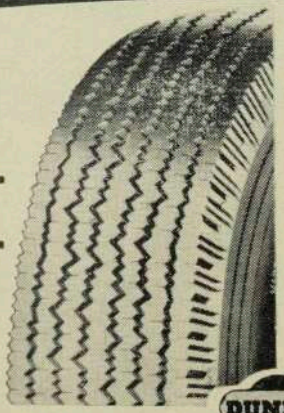
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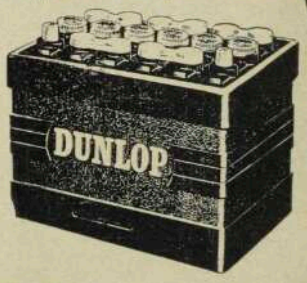
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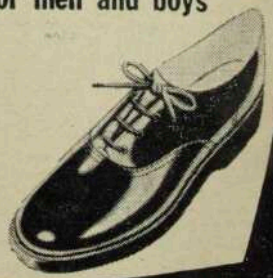
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Honiara Navy "Riots"

ALL SUFFER FOR THE SINS OF THE FEW

• *A resident of the Solomons springs to the defence of the Royal Navy (whose "Cook" has been doing a survey job in the Solomons), following some newspaper publicity about rioting in Honiara. A story of the riot appeared in one Sydney paper; it may have appeared in other Australian publications, as well.*

THE person responsible for the report of the "rioting" of Royal Navy sailors in Honiara, that appeared in an Australian Sunday newspaper and was mentioned in July *PIM*, (p. 133) has seen fit to say what residents of Honiara are alleged to think, so I feel justified in objecting.

Because of the bad behaviour of only a couple of unruly types, the impression has been spread abroad that the whole ship's company from HMS *Cook* rioted.

If the report were true it seems strange that on HMS *Cook's* last visit (3-7 July), more ratings should have come ashore than on all previous visits put together.

I had a number of ratings to meals at various times. They were as fine a bunch of young men as I have met in any service.

I was impressed by the company of *Cook*, which is a happy ship, and has done an extremely useful job in the Solomons during the past three months. Of course, there is the occasional larrikin among them, but surely that is to be expected.

It is interesting to know the story of the "rioting" as told me by some of my friends who saw it. The licencee of the Mendana Hotel certainly had a difficult time of it on the "first night". But there are two sides to every picture: the Sunday newspaper article did not say that the European who suffered a fractured skull was subsequently fined for assaulting the friend of the sailor who hit him. But at no time on any visit were any sailors wielding broken bottles at that hotel.

One man, one Bottle

The true story of the ONE man who held ONE broken bottle ONCE, comes from the Kwong Chong Hotel; he had a bad record for making trouble when under the influence, and when the ship's piquet went in to get him he retired to the kitchen and, with a broken bottle, threatened the piquet commander.

The newspaper article did not report that the Naval authorities had him promptly flown out to a detention camp.

As regards the local police "running away", it should be fairly said that the two policemen who were first on the scene arrived without their batons, expecting no more than the usual drunk to be asked to leave the hotel.

Instead, they found a drunken sailor brandishing a chair with which he straightway assaulted one of the constables. In the circumstances they awaited reinforcements, which soon arrived.

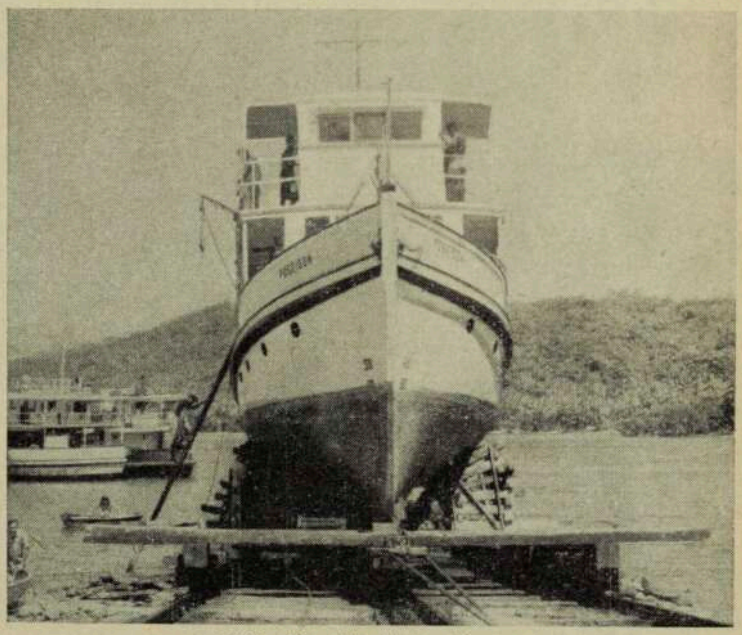
In fairness it should also be said that the police considered the sailors as visitors and were generously disposed towards them. In the Kwong Chong Hotel one sailor, under the weather, did grab hold of a small Solomon Islander policeman and call him a "black so-and-so", whereupon the constable without hesitation hauled off with a beautiful right hook that stopped the fight. There's the other side to the story for you.

As for the native population being demoralised by the sight of scrapping, I should like to say that Solomon Islanders are realists enough to know that we Europeans have good and bad like themselves. They are extremely quick and good judges of character, and unlikely to be bamboozled by the veneers of civilisation.

I am, etc.,
J. C. GROVER.

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WHAT MR. CALWELL WROTE HOME ABOUT

Based on material from a Port Moresby Correspondent

Because it tends to give shape and direction to the future administration of Papua and New Guinea by Australia, a statement made by Mr. Arthur Calwell in Port Moresby on July 29 may have some significance.

MR. CALWELL is Deputy-Leader of the Australian Parliamentary Labour Party. He spoke on behalf of himself and of Messrs. A. S. Luchetti and G. M. Bryant, MP's. He said they went all over the Territory, "as a fact-finding mission, on behalf of the Labour Party". Presumably, therefore, their findings—which were quite definite—represent policy.

The following are the chief points of Mr. Calwell's statement. Our comments are added, in Italic type.

Struck with Progress

There has been great post-war progress in these Territories and the rate of that progress has accelerated over the last few years.

Mr. Luchetti, who has been here before, and I, have been struck with the great progress being made in native education, health and hygiene, and in the construction of roads and public works.

Great as this progress is, the rate of development must be accelerated if Australia is to do its duty by the Territory, and particularly by the indigenous people; and that means the Australian taxpayer will have to support progressively greater grants in each Commonwealth budget, to supplement locally raised revenues.

• *Australian taxpayers already make a free gift of at least £10 millions per annum to this Territory, as one means of defence against Asia—it could not be justified otherwise. Similarly, Australia gives several millions per annum to Asia, under the Colombo Plan.*

If it were not vital to Australia's defences to hold New Guinea, there is no justification—political or social or economic—for the dissipation of so much money, which could be used so advantageously in Australia.

It is nonsense to talk about "Australia's duty" to the P-NG indigenous people, and of stepping-up the rate of expenditure.

Australia may have some obligations within her own Territory of Papua; but her obligations to her own people are much greater than her responsibilities in New Guinea, so long as New Guinea is merely a UNO Trusteeship. So long as she is there, however, she must care for and protect the New Guineans.

More and Better Airstrips

The needs of the Territory seem to us to be more and better airstrips, to take modern aircraft, more funds for education, and the establishment as soon as possible not only of secondary schools, but also of a University college in Port Moresby or Rabaul.

It is gratifying to find that increasing numbers of native people are seeking higher education as doctors, nurses and teachers; and this demand for higher education must be met by establishing a medical school in the Territory, instead of sending bright young natives to Suva.

It seems to us that it is time for the Australian School of Pacific Administration to be moved from Sydney to somewhere in the Territory.

• *Laudable sentiments, but generally impracticable—especially on the subject of higher education.*

Before thinking about secondary schools for natives (other than teachers, etc.) P-NG must establish an effective system of village or primary education, so that the next generations can become literate in English, or at least in some common language.

At present a large proportion of native children receive no primary education—mostly because of the multiplicity of native languages and the incredible slowness of the Administration in training natives to take charge of village schools.

Provision of secondary schools (except for training of teachers, medical helpers, police, etc.) should follow and not precede a real primary education system.

A University College would be a useless and unnecessary expense, like the present system of sending scores of native students to secondary schools in Australia, where they gain little and are thrown completely out of gear with native life.



The Subject is Not Just Theory

The degree of Doctor of Medicine was recently conferred on O. J. M. Kranendonk, of the Netherlands New Guinea Medical Service for a thesis on the mass-treatment of yaws in the territory. Dr. Kranendonk's thesis was not based only on theory, as you can see from this photograph, taken during the recent anti-yaws campaign in NNG which was made in co-operation with the World Health Organisation. Dr. Kranendonk is currently in Amsterdam doing a specialist course in epidemiology. —A KVR Photo.

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No reason is given for abandoning the Medical School in Suva, or shifting the School of Pacific Administration away from Sydney—two systems which work well, after being evolved from years of trial and error.

Europeans Attitude to Natives

We have noticed a change in attitude on the part of European settlers, and the business people, towards native problems; and there is a spirt of co-operation existing now which must have beneficial results for everybody.

• *Perfectly true — the co-operation of non-official Europeans probably is the Territory's most potent factor in the improvement of the natives' living standards since World War II.*

Why does Mr. Calwell not carry the logic of his observations a step farther, and point out that more European settlers and traders in P-NG would hasten and simplify the task of bringing these primitive Stone-Age folk to a condition where they could more effectively meet Europeans and Asians, and accept an increasing amount of self-government?

Does Mr. Calwell not know it is the deliberate policy of Minister Hasluck to keep European settlers and traders (not companies) out of P-NG?

Natives' Latent Talent

The extraordinary strides made by the native co-operative movement indicate the latent talent and acumen of the native people which, under wise tutelage, will enable the peoples of Papua-New Guinea to ultimately evolve from their tribal conditions and become one people. When that time arrives, they will determine their own future.

• *Facts correct; but seen by Mr. Calwell through rose-coloured spectacles.*

Some of these Melanesian types—like the Tolais—may soon be trained to run a trading organisation; but the great majority must undergo two or three generations of experience in such matters before they can be left alone to handle money and direct community affairs.

Date for Self-Government

• It's completely unrealistic for certain countries in the United Nations to demand a date for establishment of self-government in New Guinea.

It will be time enough to face this issue fifty years hence.

The inhabitants of Papua-New Guinea can then decide whether to become part of the Commonwealth of Australia, or become a new dominion of the British Commonwealth, like Ghana, or to become a new independent nation in the south-west Pacific.

• *This is exactly the argument of the P-NG old-timers. It comes with a sense of shock from a spokesman of the Australian Labour Party which, in such matters, generally has its head in the clouds.*

One can only hope that Mr. Calwell will not be caned by Dr. Evatt, or by Eddie Ward, of precious NG memories.

Incorporating P-NG with Australia

From our observations, the native people do not want the present relationship between them and the Australians disturbed, except perhaps that there is some support for the incorporation of Papua and New Guinea in the Commonwealth of Australia.

• *Quite remarkable. Mr. Calwell and his associates must have been lucky in their contacts.*

This writer has been visiting the various centres of Papua and New Guinea for 25 years, and still has not met one native who is capable of discussing New Guinea's present or future relationship with Australia —or has any constructive ideas at all on the future of the country.

In any event, the boundaries of Papua and New Guinea are completely arbitrary, having been drawn 70 or 80 years ago by jealous Europeans. Within those boundaries are a score of peoples of very different



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types and languages; and there is not—and never has been—any sense of national unity among them. Many generations—and a common language—will be needed to create such a sense.

Even Mr. Calwell must have noticed that the advanced native people in Port Moresby have little in common with the primitive villagers of the remoter parts of the Highlands.

Protecting Markets

Mr. Calwell then goes on to point out that the production of copra, coffee, cocoa, rubber, timber and possibly tea and cotton in the Territory should be protected by making the Australian market available to the producers.

If income tax is to be introduced, he says, other taxation now imposed must be remitted, so that the level of taxation is not raised—otherwise Australian residents would be forced out, and the Territories would be harmed.

• *This, of course, is sound commonsense. It is a pity Mr. Calwell did not go further and point out that, if the great Territory is to be really developed, reassurances and protection should be given to potential investors.*

A pity, also, that Mr. Calwell did not make some comment upon the system of placing a head-tax of £2 per annum on natives—which, when it was enforced, by a large Administration patrol, on a small Gazelle Peninsula village in early August, led to shooting and the death of two villagers. (See elsewhere this issue).

Mr. Calwell advocated bigger and better airfields, and the use of Defence personnel in the building of more arterial roads. He thought that the Pacific Islands Regiment should be increased from 600 men to three battalions.

Funds Needed

Mr. Calwell concluded by talking very vaguely about the need for funds to finance development. P-NG needs financial help; but (he emphasised) overseas loans bring certain economic dangers in their trail.

• *The answer here is very simple. Is the development and protection of P-NG an Australian responsibility? If it is, then forget the idealistic nonsense talked at UNO, and in a certain Department of Canberra, about the possible future land rights of natives, and encourage individual Australian planters and traders and industrialists to go and settle in New Guinea. Provide them with the land—with all necessary safeguards of native rights—and the problems of development, and finance, and the teaching of know-how to native landholders, will automatically solve themselves.*

* * *

Mr. Calwell thinks the progress made in P-NG has been "great". Measured against the annual grant of £10 millions by Australia to P-NG, the progress has been unimpressive, and of little material benefit to Australia.

If half that £10 millions per annum had been spent in the past decade in P-NG by Australian planters and industrialists (that would have been £50 millions) in developing the resources of the country, Mr. Calwell really would have had something to write home to Dr. Evatt about.

Remember Them?

THOSE FUZZY-WUZZY ANGELS AGAIN

RIOTOUS behaviour by members of the Pacific Islands Regiment in New Guinea, some months ago, has given them unfavourable limelight, contrasting adversely with impressions gained during their recent visit to the mainland, and their displays as soldier-bandsmen.

The public should be reminded, perhaps, of their meritorious war achievements, particularly on their native soil and remember that among these dark-skinned brethren there exists the basis of good citizenship.

In New Britain, Wewak, and Bougainville areas, members of the PIB, which was formed in 1940, so conducted themselves in war that some were awarded the George Medal and the DCM, while a score proudly wore Military Medals when the war ended. One, Sgt.-Major Metpi, DCM, now a prominent figure in Manus, had over 100 Jap victims to his credit.

Disbandment of all native units took place in 1946; but four years later Pacific Islands Regiment was formed as a unit of the Australian Regular Army, with HQ at Taurama, near Port Moresby. Shortly afterwards outstations sprang up at Vanimo (NW New Guinea) and Los Negros (Manus).

Present strength is about 700 natives and 50 Australian officers and NCO's. Even in peace they contribute materially to the community welfare, as they have supplied approximately half the needs of Port Moresby's native blood bank.

Their peacetime military activities include a Guard of Honour at Bomana War Cemetery on Anzac Day; and they figured conspicuously in an Army Tattoo in Brisbane, besides giving other outdoor public performances.

Despite criticism and suggestion that PIR is unnecessary, top officials in New Guinea, as well as Army "higher-ups", maintain that a force such as this is a vital asset to Australia, being a first line of defence against an uncomfortably close trouble-spot.—*INKSLINGER.*

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Mystery Wreck

On Roncador

MAY BE KEY TO THE FATE OF A LA PEROUSE SHIP

From P. L. James, of Rabaul

• *South of Ontong Java, one of the small Polynesian outliers of the main British Solomon Islands chain, is Roncador Reef, 18 miles in circumference, with two openings into its lagoon. Roncador itself is about 500 miles in a general north-west direction from Vanikoro, where M. Anthoniez made his discoveries in March this year.*

IN August to October, 1953, I made a voyage from Rabaul via Nuguria Islands, Taku Islands, Nukumanu Islands and Ontong Java to Roncador, and on the east side, I found plentiful evidence of a a wreck of an early sailing vessel, which I then believed might be that of the *Findsbury*.

Findsbury (or Frindsbury), was a whaler reported to have been wrecked *North* of Ontong Java on a reef now named after this ship.

According to Vol. I of the *Pacific Islands Pilot*, this wreck occurred in 1882, but this is incorrect. The vessel actually was lost in 1832.

Although I very completely measured, photographed and described all wreckage found, the Admiralty, in London, considered that the evidence was inconclusive as applied to the *Findsbury*. The finding was also reported to the US Hydrographic Office in case the vessel might have been American, but they had no record of any such wreck.

The Wreckage

The wreckage found includes the following, only briefly described here:

Anchors:

(a) Two on top of reef (one with rounded crown as in the photograph in PIM and of same size, one with angled crown of earlier type.

(b) Two smaller anchors or similar wreckage mixed up among anchor cable.

(c) One large anchor similar to (a) above to seaward in 1½ to 2 fathoms. This is resting on the reef just as when lowered, possibly to try to hold the vessel from driving further on. This anchor still has its stock fitted and I dived and stood on it when measuring it.

(d) The major part of an anchor ring on top of the reef.

Anchor Cable: A pile of stud link cable which is on top of the reef with the anchors nearby. It appears to be resting just where the chain locker and hull rotted away. The position of this cable and nearby anchors which do not appear to have been lowered suggest the vessel struck suddenly at night (or in very thick weather?). The anchor to seaward would seem to have been carried aft on the vessel and perhaps lowered in haste as a stream anchor to hold her off when she struck. Where the latter anchor lies is hard level reef floor—no holding—and just seaward the reef drops sheer. The stream anchor would have had a rope cable, there is no sign of any chain leading to it.

Cannon: There are, from memory, four of these—two or three on top of the reef and one or two near the stream anchor. They are 4 ft. to 5 ft. in length and though cemented to the reef by coral, are clearly and distinctly recognisable and photograph well.

"Trying" or Boiling Down Pots for Blubber: There are a number of these widely scattered over the reef and cemented to it but in a good state of preservation. It is not known whether these could be from the "Boussole" but they might also be from the wreck of an early timber whaler now entirely rotted away or smothered with coral growth. Perhaps the early pattern angled crown anchor belongs to the same previous wreck.

Other Wreckage: All the above wreckage could not be moved with facilities then available and remain as found. A bronze goose-neck for fitting a fore and aft boom was brought back and I have it here in Rabaul. Also a piece of copper sheathing, a sand-cast nail for same and a part of a bronze plate with three rivet holes—possibly for securing the shrouds to the hull. These were found on top of the reef.

Lead Ballast: This was not noticed but is almost certainly there, covered in coral, under water off the reef near the stream anchor. Its finding, and if similarly marked as that found by M. Antonioz at Vanikoro, would clearly associate the two wrecks.

Coral Growth

The coral growth encrusting the wreckage is not nearly as heavy as that described in the Vanikoro findings and much of the wreckage described above could be easily removed with a suitable vessel and necessary rafts and gear.

While anchors, cannon, cable, etc., retain their shape very clearly, they are to some extent fragile and would need preservation if removed and exposed to the air.

It is interesting to note the positions of the two wrecks:

Vanikoro—Lat., 11° 40′; Long., 167°00′ E approx.

Roncador — Lat., 6° 13′; Long., 159°22′ E approx.

I have calculated the course and distances to be NW ¾ N, and 560 miles approximately.

This is about two days sailing, more or less, running free before the South East Trades—depending on wind force and weather prevailing at the time. The main Solomon Islands, group lies well to the SW of this course and would not be sighted.

Position of Frindsbury Reef

According to replies I have had from the Admiralty, Frindsbury Reef is Latitude 5° South; Long. 159°19′, East. But they say that the position has not been verified since the date of the loss of the vessel. (She was built in 1817 and named *Frindsbury*, after the place where she was built, in Kent. In subsequent re-registerings, the name appears to have been changed to *Frinsbury*).

The reef, named after the vessel, is still marked on the chart north of Ontong Java, but all local natives whom I asked were emphatic that no such reef existed to their knowledge, although they regularly travel by canoe in that area.

Pieces of the Puzzle

Before any connection with the *Boussole* could be established, a number of questions would have to be answered—such as the comparative composition of the alloys used in metal parts found in both sites.

• And—in view of the gooseneck which I retrieved from the reef and which could have been used to secure a spanker boom to the aftermast—was either of La Perouse's ships fore-and-aft rigged?

• Again, did either ship carry cast iron muzzle-loading cannon, and if so of what length and bore?

• Was stud link anchor chain cable used in either ship or was such cable in use in the latter half of the 18th century? The Admiralty advises that anchors of the pattern described remained in use for a very long time, but makes no comment on the cable.

• *If* other iron wreckage which appears to be mixed up with the cables is part of iron frames or stempost, etc., was either ship of

There was a revival of interest in the fate of the two ships of La Perouse ("Astrolabe" and "Boussole") after the French Resident Commissioner in the New Hebrides, Monsieur P. Anthonioz, led an expedition to Vanikoro earlier this year. ("PIM", April and May).

It is not definitely established yet that the relics that M. Anthonioz discovered were from "Astrolabe", although it seems likely that they were; but, in any event, the whereabouts of the second La Perouse ship, "Boussole", still remains uncertain.

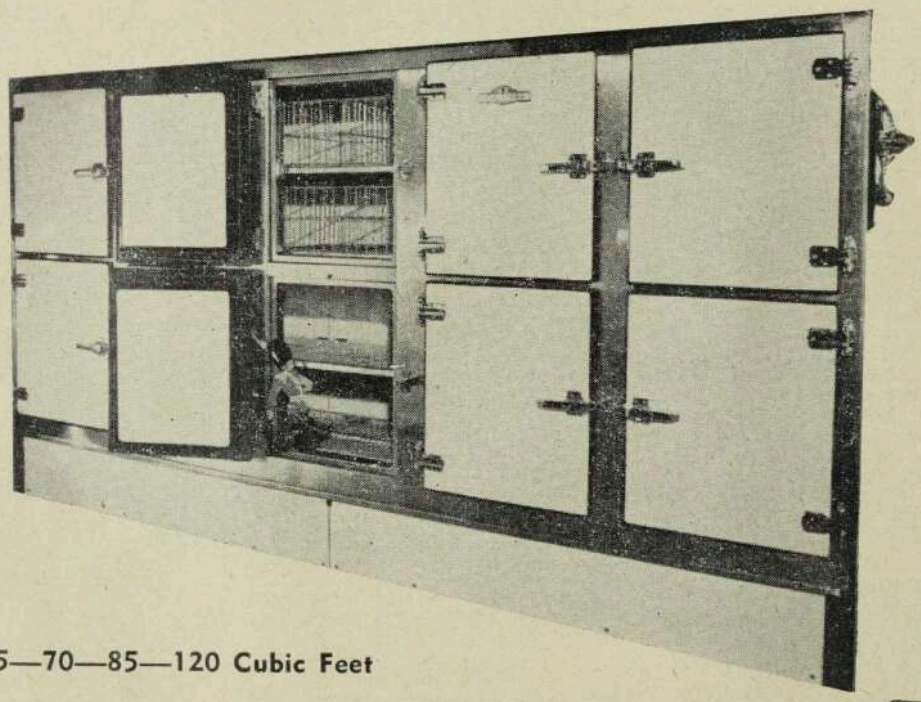
Now, Mr. P. L. James, of Rabaul, NG, has given us some details of the remains of a wreck, or wrecks, which he found on Roncador Reef, in 1953. Could this, or part of it, be the "Boussole?", he asks.

This article is based on material supplied by Mr. James.

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composite iron frame and timber beam, stringer and plank construction?

Recent reading on the subject of early South Seas whaling has now convinced me beyond doubt that the "trying pots" I found are not large enough for a typical whaler.

The description in the chapter, "Try Works", in "Moby Dick", which is regarded as authoritative, makes this earlier error of mine seem obvious.

The pots I found are hardly big enough for a man to crawl into and go to sleep, or scarcely to get inside to clean comfortably, as was described.

It is, of course, possible that some whalers carried four smaller instead of two larger pots. Also there may be two wrecks mixed up at the one place.

Riddle of Roncador

Roncador Reef is never visited by natives and seldom by other ships, except to shelter overnight or in heavy weather, at odd times of the year.

If the wreck—or wrecks—are not *Findsbury* and not *Boussole*, they still are a mystery; one of those riddles of the sea, designed to plague the curiosity of mariners, as well as anyone with a sense of history.

The Wreck Off Ontong Java

As a tailpiece to Mr. James' story, we print the following, which first appeared in the Singapore "Chronicle" and was reprinted in the Nautical Magazine in 1834—a copy of which may be seen in the Public Library, Sydney. It describes the wreck of the "Finsbury" ("Frindsbury" or "Frinsbury").

On February 9, 1832, the *Finsbury*, a whale ship, being in the South Seas, at 2 a.m. struck on a reef of rocks: the second thump started the mainmast and step and the vessel soon filled and fell on her starboard side.

Captain J. Duncan immediately ordered the starboard quarter boat to be lowered and put into her the ship's papers, log-book, journal, sextant, chronometer, some specie, a few clothes, a cheese, a bag of bread, two compasses, and six men, but the sea broke the boat from the ship's side, and the night being dark, she was not seen again.

The Captain ordered the First Mate's boat to be lowered, with a sextant, some bread, water, a few muskets, pistols, cutlasses, and a little powder. The men in her, however, called out for assistance soon after leaving the vessel; their fate remained uncertain until next morning; at daylight the boat was seen to be stove in, and her crew standing on the reef.

The Captain then sent the Second Mate's boat with seven hands which succeeded in getting ahead of the ship, although suffering some damage.

With the object of sending assistance to the First Mate's boat and crew, who were on the reef, the Captain got out the spare boat. But she was swept away from the ship's side, with three men in her, and broke to pieces.

The three men saved themselves by getting on the reef. The Third Mate's boat was then lowered and sent with some difficulty with some bread, a few pieces of beef, and a little water, to the Second Mate's boat, which was lying ahead of the ship.

Boats Struggle for Survival

The Second Mate shortly after made sail to the Southward; the Third Mate's boat returned to the vessel and came under the jib-boom end. Two muskets, two axes, a boat-anchor, a bag of nails, some powder, two live pigs, were lowered into her, and there being nothing further to be done, as the sea was completely breaking over the ship, the Captain and two others, who alone of the crew remained aboard, got down by the flying-jib boom into the boat and pulled in search of the other boats.

(There followed two days and nights of struggling with the boats and big seas. The Second Mate, Mr. Ward, and his shipmates refused to co-operate with the other two boats, and finally the Captain and Mate, in their boats parted company with Ward's boat, "steering southward.")

At daylight they observed the sunken boat with three men in it, and the Second Mate's boat a mile to leeward. They succeeded in righting the Chief Mate's boat but without the assistance of the Second Mate.

On the 13th they saw a small island by the South-East, and anchoring off it, at noon they got a few coconuts and some bad water. Soon after it came on to blow, and they were obliged to remain all night and the following day, which time they were employed in repairing the boats.

They had scarcely finished this work when the natives came and endeavoured to make prisoners of them, wounding one man.

Sailed for New Guinea

Then they sailed for New Guinea where they arrived on the 16th, and landed on a small island in search of water, but without success.

At this island three men left the boats. On the following day they got in with the main land, and bought water from the natives.

At this place William Dunn, who was sent on shore with a bucket, was detained by the natives. The boats then made the best of their way to Carter's Harbour (Carteret's?) landed at several places and had several engagements with the natives.

On March 12 they arrived at Carter's Harbour and remained there until the 15th, when they left on passage to Ternate.

Four days later, Mr. Davis, the Chief Mate, left to return to Carter's Harbour, his boat's mast being sprung. Captain Duncan proceeded to Ternate and being off the South coast of Mysore the natives came out and made him and his crew prisoners.

During the six months of their captivity they were conveyed from one place to another, sold and resold; at last they had the good fortune to be redeemed by Captain Russell, of the schooner *Success*, of and belonging to Ternate at which place they arrived on December 17, 1832.

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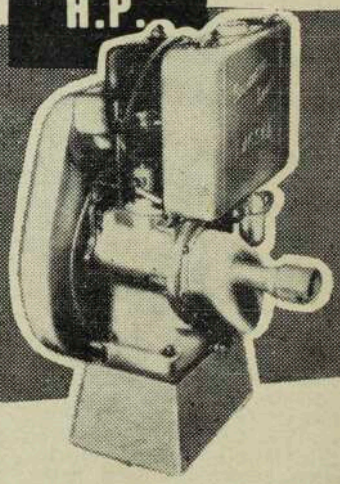
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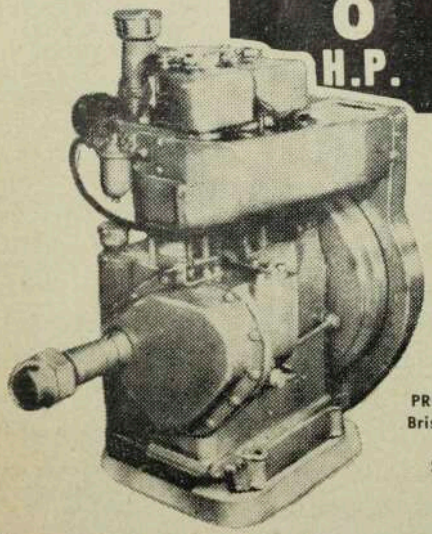
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FIJI TALANOA

VAKATAWA TALKS OF THIS AND THAT

Fiji is still worried about its banana industry. No matter how you look at it, the New Zealand market—the only one at present—is uncertain. So attention has turned again to the possibility of processing the fruit, for wider sale.

JUST after the war, Mr. Bernard Proweller set up a factory in Suva for drying bananas. They were put up in attractive plastic-film wrappers and sold either as straight out "dried bananas" or "banana figs".

Whatever the name, they were an excellent product. They kept indefinitely and could be eaten as they were, or used for cooking.

Mr. Proweller formed a company called Suvana Products to handle the bananas, and got large orders from the United States, with the promise of more in Europe.

He also found that sales could be made in New Zealand, where Samoan "banana figs" were also stocked in grocers' shops.

Then there were disputes about the price to be paid for locally processed bananas, and in addition, Suvana Products ran up against the regular buyers of the fresh fruit.

These buyers then wanted all they could get for sale in New Zealand, and they had a buying monopoly. So the dried banana venture ended for want of fruit for the factory.

Now that New Zealand has little interest in fresh bananas from Fiji the possibility of reviving the dried fruit industry should be looked into.

A factory at Nausori, where cane land will be available when the mill closes in 1960, or at Levuka, where there is now a road into the fertile Lovoni valley, could be supplied with good fruit from close at hand, and would provide much needed jobs.

In Cans from Africa

Mr. Arthur Groom, veteran Suva advocate of local enterprise, is very interested in the idea of processing bananas.

He recently got his son to send him some canned bananas, imported into New Zealand from South Africa (before Mr. Nash's import restrictions) and published a paragraph in the *Fiji Times* inviting all interested to join him at the Garrick Hotel one morning, to sample them

His argument—which seems to have something—is that if South African packers find that it pays to can such things as bananas and guavas and pawpaw, why can't the same thing be done in Fiji.

Quick Work at By-election

The result of the Fiji Legislative Council by-election (the Seat became vacant when Mr. Maurice Scott became Speaker) which put Mr. R. G. Kermode into the Council was announced on the night of the election.

This wouldn't mean much in Australia or New Zealand, but it is the first time it has happened in Fiji.

The Colony's electoral law requires all ballot boxes to be collected at a central point and all opened at the same time by the returning officer. There is no such thing as a preliminary count, or a provisional result.

The delay in announcing the results of elections is not as great as it used to be, when there was no internal air service and the roading system was not as extensive as it is now.

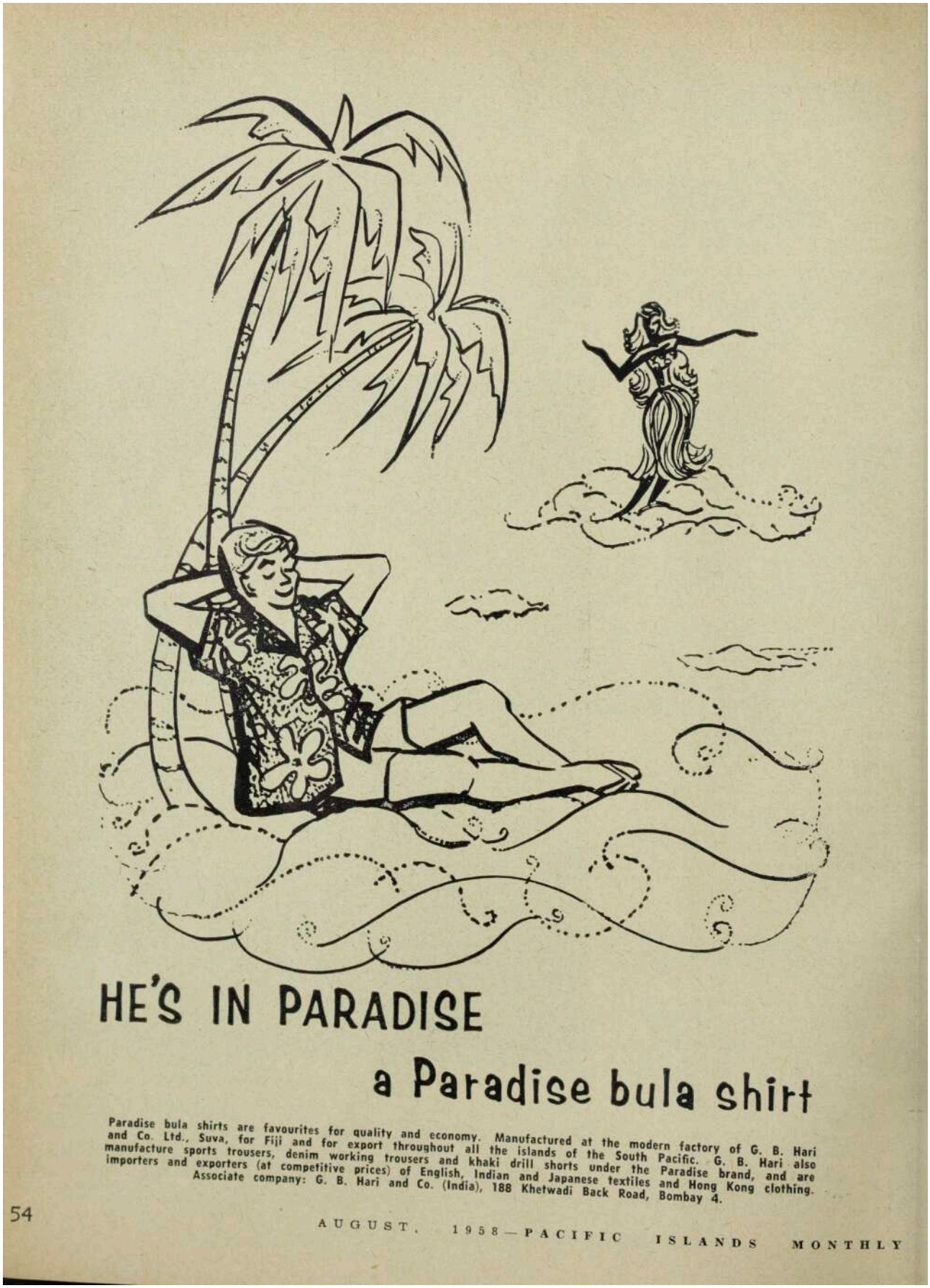
But even at the last general election, in 1956, it was nearly a



It Was in a Good Cause

That peculiar sign on the side of the milk can, and the peculiar substance that is being poured from it, are both explainable. Those are butts from lottery tickets sold in support of the recent Colonial War Memorial Hospital Week, Suva. Hospital superintendent, Dr. C. Gurd, is emptying out the butts for the drawing. Prizes included a block of land in Suva and a week's holiday at Korolevu. (Stinsons)

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week before all results were declared.

To cater for voters on remote islands, a Government vessel goes on a polling trip during the week before the main election day.

One Man, One Vote

Mayney Gray, once well-known as a Customs Officer in Fiji and now living in Sydney, still talks about a trip he once made as an itinerant electoral officer.

His ship arrived at an island in Northern Lau, and Mayney carted the heavy ballot box ashore in a tossing dinghy. He then had to shoulder it a considerable distance before he was able to put it aboard a truck which took it, and him, to the homestead of the owner of the island—the sole, registered voter.

A round of drinks was particularly welcome, and then the host set about the task of voting.

He studied the two names on the ballot paper and crossed out the first one with the comment, "He's no good".

Then he looked at the second name and said, "I don't like him, either". So that name was crossed out, too.

The invalid ballot paper was then put into the heavy box, which the hapless, temporary official put back on his shoulder, took to the truck, then from the truck to the dinghy, and finally to the ship, from which, so far as the result of the election was concerned, he need never have taken it

Happy, Happy Fiji Planters

The Fiji Copra Board has been formally dissolved.

It was set up, like others in the Pacific, to buy all the copra produced in the territory and to ship it to the British Ministry of Food under the nine years' guaranteed price scheme.

After the contract with the Ministry ended last December there was a good deal of talk among Savusavu and Taveuni planters about continuing control through a board which would be financed from public funds and controlled by the planters.

The talk came to nothing, mainly because ideas of organisation were vague, and a ready-made local market was available, anyhow.

There is no doubt that, at least under present conditions, Fiji producers are lucky in being able to sell to Carpenters' mill in Suva.

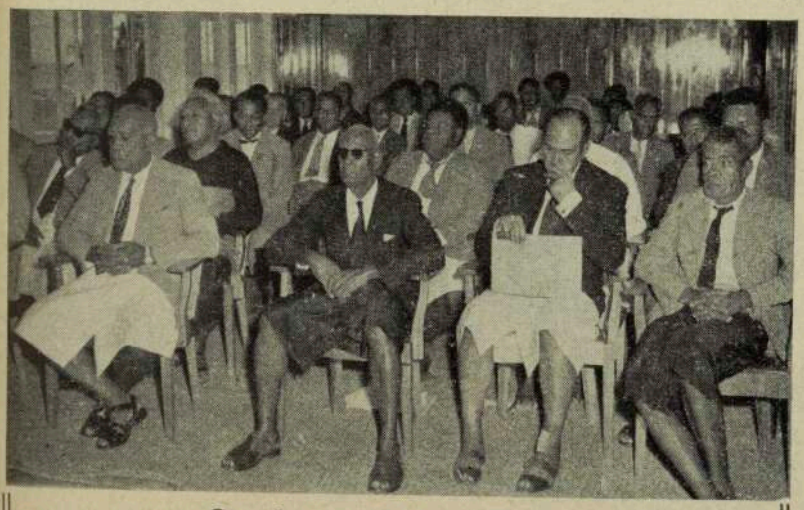
They have no storage, financing or overseas marketing problems.

They are paid as soon as their copra reaches Suva.

They have no losses to face through shrinkage or deterioration during long voyages or long periods awaiting shipment.

A firm price is offered by the mill week by week. It moves with the world market and, so far, it has been appreciably higher than the amounts paid for equivalent grades to growers in other Pacific territories.

The gap will be closed to some extent when in other Copra producing territories adjustments are



Study in Fijian Faces

The great Council of Chiefs, Fiji, which met for the first time in the board room of the Native Land Trust building in Suva some weeks ago. In front row, left to right: Ratu Tiala Vuiyasawa, Na Kalevu of Sigatoka, Ratu E. T. Cakobau, Ratu Tevita Uluilakemba.

Photo: Rob Wright, of Fiji PRO.

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made and bonuses paid from temporarily witheld receipts later in the year, but the economies of local milling must still give Fiji a price advantage. Carpenters estimate that it will be about £3 a ton.

There is, of course, the further point that while bonuses are accumulating with Copra Boards elsewhere, Fiji planters are getting the use of the extra money without delay.

This process works only when prices remain steady or have a rising trend, but this year, at least, Fiji producers have been lucky.

More Grist for the Carpenter Mill

Carpenters are interested in two other possible sources of oil in Fiji.

They are experimenting with oil palms near Nausori, and from all reports prospects of establishing the crop in Fiji are bright.

Then for the third successive season, they are studying the ways of humpback whales in Fiji waters, trying to trace the route they follow on the journey from the tropics to the Antarctic and back again.

Levuka is the centre of the whaling watch, and Koro planter Ron Ricketts is in charge of operations.

Behind his Levuka home, up one of Levuka's most formidable flights of steps—which is saying something—a look-out has been built.

Here, throughout the daylight hours, a constant watch is kept across the waters towards Wakaya and Makogai, and a careful note is made of the progress of every whale that comes in sight.

One of the aids to watching is a pair of giant Japanese field glasses, mounted on a swivel stand. The glasses, which were used for artillery spotting by the Japs on Bougainville, were captured by the Fijians during the war, and brought back to Fiji by Ratu George Cakobau.

A radio telephone system connects the Levuka watchers with another set on Wakaya, commanding yet more of the Koro Sea.

Shuttling between the two is a small but fast vessel, the *Adi Sovatabua*, which, under the name of *Anchovette*, was one of Harold Gatty's fishing research ships in the days of South Sea Marine Products.

Captain Bill Sinclair is in command. When a whale, or a group of whales, is sighted it is his job to get as close as possible and fire a numbered marker into each one.

The markers, which are fired from a modified twelve-bore, shot gun, are metal tubes about nine inches long

The marking process is not as easy as it sounds.

Whales have a disconcerting habit of changing direction under water, so that after a long dive they frequently appear where the *Adi Sovatabua* isn't.

When the ship does get close, the marksman on the heaving bow has only a few seconds to fire into the curving back of the whale as it surfaces in its forward motion.

Any Whale Will Do

Tui Johnson, Carpenters' managing director in Fiji, is very interested in the whale marking and every now and then takes a trip to Levuka to give a helping hand.

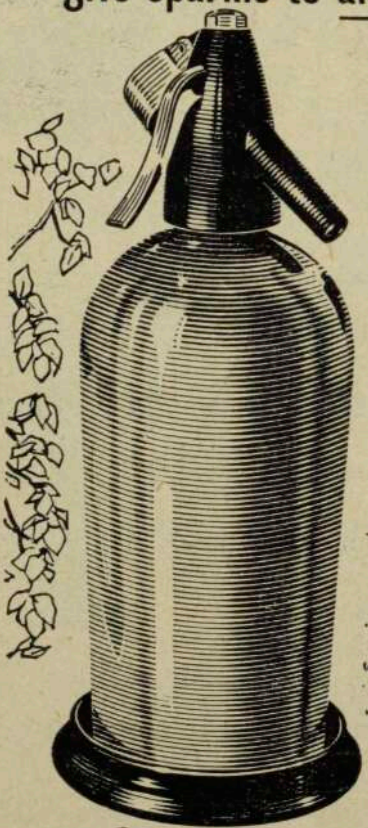
His best story is of a near-miss, that wasn't one. He fired at a whale but his aim was high. However, that didn't matter, because as the marker was passing over the back of the target animal another rose from behind, just in time to collect the marker and add one more success to Tui's record.

Whenever a hit is scored, the time and place and the number of the marker are recorded and sent in due course to the British Museum, which has been chosen as an international clearing house for whaling research data.

When the marked whale is caught, the numbered cylinder is sent to the Museum and one more migration fact is added to the growing pile of information about the migratory habits of whales.

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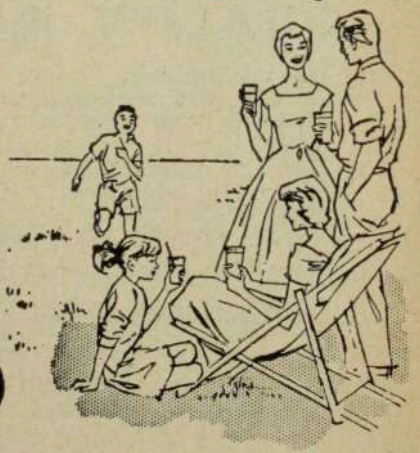
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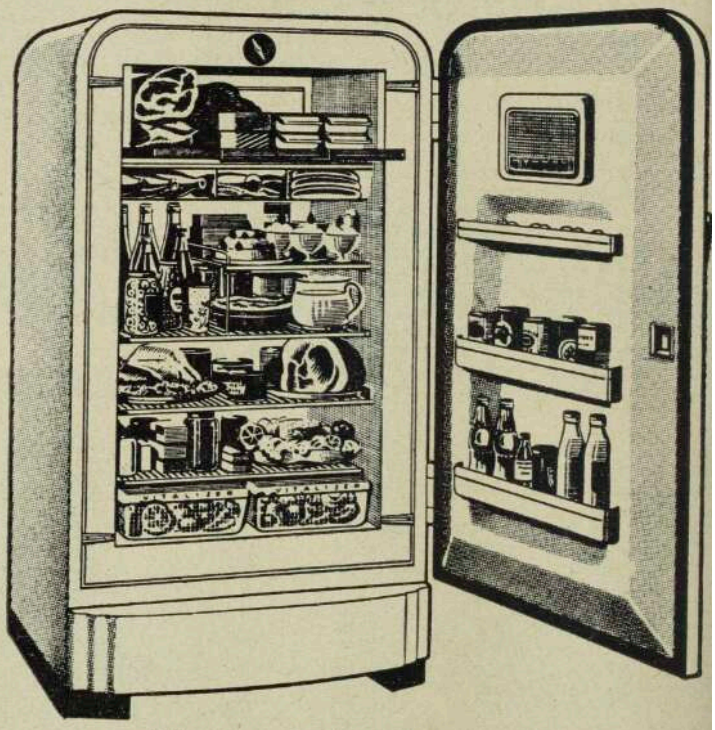
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Noted Trader and Planter Passes On

A Tribute to Boss McKegg

By R. W. Robson

BOB McKEGG, who suddenly died in Rarotonga on July 7, aged 71, was the first Pacific Islands resident I ever met; and one of the best.

I had never previously seen a Zealand, an unsophisticated youth. I had neved previously seen a coconut tree, or a non-Maori Polynesian, or the friendly evening cavortings beside the lagoon. McKegg, of my own generation and texture, introduced me to Islands life.

He explained why it was unwise to drink the fermented orange-juice ("bush beer") which the lads kept hidden in the lovely green valley behind Avarua; and why the giggling young ladies of the village put red hibiscus blossoms behind their left ears.

My friendship with Bob, like my first impressions of the Islands' life to which he opened the door, lasted for 45 years.

He was 23 when he went to Rarotonga first for Messrs. W. H. Grove and Sons Ltd.; and when I saw him, a little later, he was running the store in Rarotonga for the Cook Islands Trading Co. Ltd. He was not only a popular young man—he was a very competent trader, and he soon won the confidence and respect of both European and native communities in the Cook Islands.

Within a few years, Robert McKegg had acquired full possession of the Cook Islands Trading Co.; and thenceforward he conducted it as a private concern, for the benefit of his family. He made a happy marriage, and he is survived by his wife, Mrs. Irene McKegg, and their two sons, Henley and Neil.

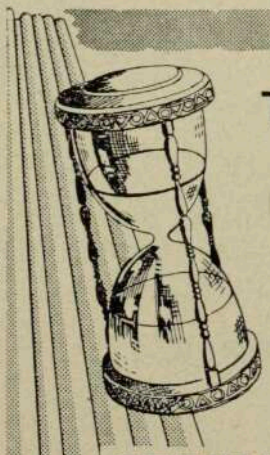
Like so many successful traders, Mr. McKegg (in his later years, he was universally known as "Boss" McKegg) gave his knowledge and his service freely to his Island community, and assisted much in building up its industries. He took a keen interest in the planting and cultivation of oranges, and assisted in introducing methods to improve the produce for the New Zealand market. He died on his well known plantation, Taipara, the establishment and improvement of which had been his lifetime hobby.

The South Pacific Islands owe a great deal to successful, generous men of the type of Bob McKegg.



A group from Fiji, at a recent Polynesian Association party in Sydney: John Raddock, Mrs. Lily Antilla (formerly Smith), Mrs. Venice Raddock and her sisted Orbell (from Levuka).
—A Tele-Photo.

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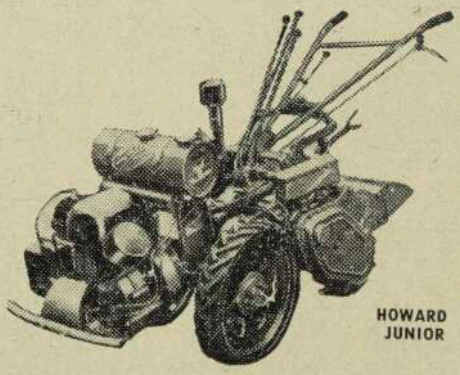
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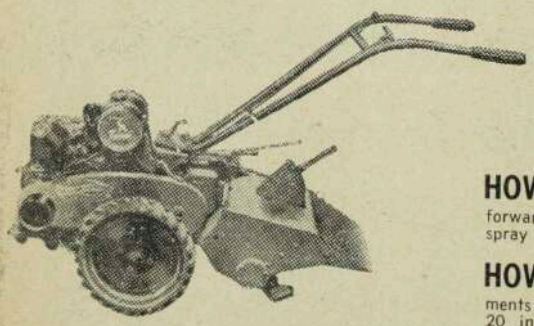


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Bena Bena Incident

SIX PARTIES OF WEARY SURVIVORS

• *In gathering together the comments that have been made following a review of the Australian war history, "The Japanese Thrust", in January, "PIM" seems to be in process of compiling a war history of its own. At all events, a history of the Bena Bena Incident.*

This month, B. G. Dawson (Lieut.-Col. R of O), now Australian Government Trade Commissioner for Auckland, NZ, writes in reply to what Mr. Roy MacGregor, of Madang, NG, said in July (p. 37). Although they disagree on some points, what each has to say is interesting, indeed, because it throws light on what a lot of people are now prepared to forget—what war meant to New Guinea.

Few people paid a higher sacrifice for official blundering and unpreparedness than did the pre-war residents of New Guinea or the lone 2/22 Battalion, AIF, which was sent to Rabaul for garrison duty. Of the eight people mentioned by Mr. Dawson, in his letter, five of them were subsequently tortured or killed (or both) by the Japs.

Recently a scroll containing the names of over 400 New Guinea civilians who died during the Pacific war was enshrined in Westminster Abbey. (See elsewhere).

Mr. Dawson writes as follows:

I SHOULD like to observe that Mr. Roy MacGregor himself is under a misapprehension. The volume of the War History, *The Japanese Thrust*, deals with "Ordeal on New Britain", and mentions the ultimate fate of survivors from Rabaul only.

The story of the NGVR in New Guinea is the subject of another chapter in a later volume.

He has recorded three parties of soldiers. There were in fact, SIX. Our party originally consisted of ten members of the 2/22 Battalion, AIF, when it was formed at Wide Bay, New Britain, after the massacre of Tol. One man died of malaria, one "went bush", and three were later left with Lincoln Bell at Vitu. Five of us reached Bena Bena.

The facts given below are extracted from our diary of the trip. Our party, the *third*, arrived in New Guinea, at Bogadjim, South of Madang on May 16, 1942, by which time we had been almost four months "living on the country" in New Britain.

We did NOT meet Roy MacGregor at Bogadjim, as he claims, but met instead the Rev. Harry Dott, of the American Lutheran Mission, and Lieut. (later Captain), Reg Boyan, of Angau.

It was Reg Boyan who took us to Kainantu, not Roy MacGregor. We were joined there on June 10 by Dave Laws and (the fourth) party which had landed at Sio, and crossed the Finisterres before coming to the Ramu country.

They were guided in by Greg Neilson.

We first saw Sgt. MacGregor on June 27 at Bena Bena (*over five months* after we set out from Rabaul), when he arrived from Madang with Bill Luff and others (the fifth party).

We then received advice from Jerry Pentland that he was authorised to fly out only Americans and that *we* were to walk to Wau.

700 Miles on Foot

Our party of "weary survivors" will always be grateful to Roy MacGregor for his guidance on the second-last, and quite unnecessary stage of our very long journey—totalling over 700 miles on foot (most of it without proper food), and 500 miles by sea in canoes and small craft. We arrived at Wau in mid-July, six months after leaving Rabaul.

The *sixth* party consisted of 2/22 Battalion personnel, Sgts. Beenie, Vine and Flucker, who were originally members of my party of escapees from New Britain (see page 83, *Hell and High Fever*, by David Selby).

They were detached to assist Lincoln Bell in his AIB activities on New Britain, and did not arrive in New Guinea until much later. They crossed New Guinea on foot from Bogadjim, via the Ramu and Kainantu, then down the Vailala River to Kerema, arriving in Port Moresby 267 days after leaving Rabaul.

According to War History

The story of my party of soldiers from 2/22 Battalion, AIF, appears on page 673 of *The Japanese Thrust*, and for the benefit of those who do not have access to the book, it reads as follows:

Another group of nine led by Lieutenant Dawson, having learnt from Lieutenant Figgis of McCarthy's scheme on the north coast, followed the route taken by Colonel Carr, but arrived too late to be evacuated in the "Lakatoi".

They were led by friendly natives to Mavelo Plantation, and thence by canoe reached Valoka Mission at Cape Hoskins. At the end of March, Dawson at Garua, following the route of earlier escapers, met Lincoln Bell, who had remained in New Britain after McCarthy's departure, and through him sent a message to Port Moresby, giving the names of his men.

On May 14, after periods spent at Iboki and in the Vitu Group, the party was picked up at Bali Harbour by Lieutenant Harris in the schooner "Umboi".

On the 16th, they reached Bogadjim and met Lieutenant Boyan of Angau. He led them to Kainantu in the Upper Ramu. They were joined by several other Australians and learnt that they must go to Bena Bena for evacuation.

At Bena Bena the weary Australians were told that only Americans (survivors



The Marines Are Ashore

These marines are Dutch, however, training on the Netherlands New Guinea coast. It was announced last month from The Hague, that forces in NNG would be reinforced and that measures would be taken to bring the equipment of units stationed there into line with new technical developments. —KVR Photo.

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of a Mitchell bomber which had made a forced landing in the area), were to be flown out; they must walk by way of Wau to the south coast, where they would be picked up by small ships.

They reached Wau on foot on July 15 and were ordered to walk thence over the Ekuti Range to Bulldog and down the Lakekamu River to the south coast of New Guinea.

Dawson protested and eventually all except Dawson himself were evacuated from Wau by air. Dawson's odyssey had not ended.

He remained with the 2/5th Independent Company until the end of September, when, suffering from dysentery, he walked over the Ekuti Range along a track which climbed to about 8,500 feet through moss forests until at length he reached the mouth of the Lakekamu; there he was picked up by a small vessel and taken to Port Moresby. (In 1945, he was back on New Britain as a battalion commander).

EDITOR'S NOTE: Evidently a higher estimate was held of the value of these relatively fit American aircrew than of the weary survivors from New Britain. Four aircraft—two Boston A-24's, a DH-86, and a Spartan Moth—were lost attempting to rescue the Americans from Bena Bena.

Weary Survivors Walk

It was this "Editor's Note" which led to the panel in *PIM* January issue, and prompted me to write that our information from Jerry Pentland led us to believe that Mr. G. W. L. Townsend had issued the order to evacuate American aircrew, but to make the "weary survivors" of New Britain walk.

At Wau, we were ordered to walk to Port Moresby—a total of 250 air miles from Bena Bena, probably nearly 400 miles by surface track.

At that point, on behalf of the soldiers of my party, I "jacked up" and, with the support of the medical officer of the NGVR, managed to get the troops evacuated by air from Wau.

The Medical Officer's opinion was that the men were quite unfit to walk further and that exposure to reinfection with malaria, along the Lakekamu River, would probably mean blackwater fever and cerebral malaria.

He was not prepared to accept responsibility for allowing them to continue the walk, as ordered.

Eight who Helped

Lest Roy MacGregor should consider us lacking in appreciation of his great help to us over the second-last stage of our journey, I should like to record the list of those who, before we met him, helped my party in our escape from New Britain:

The Rev. Fr. Franke, of Talasea, who gave us (on March 24) our first proper meal for two months, and our first quinine supply. At that point, our health was extremely bad. We were all suffering from malaria, which, through lack of quinine, had gone untreated (and of which one of us had already died); and starvation. I was suffering also from what later proved to be amoebic dysentery. Fr. Franke was confined in the ship's brig of a Japanese destroyer, for three days, being "persuaded" to disclose our whereabouts. He did not tell.

Lieut. Lincoln Bell, RANVR (later killed at Saidor), with whom we stayed for some weeks, in the Vitu group.

Bert Olander, manager of Numundo plantation, Talasea district, (killed by the Japanese), who gave us a pinnace and radio transmitter.

Capt. "Blue" Harris (executed by the Japanese at Hollandia), who took us in the "Umboi" from Vitu to Bogadjim, South of Madang.

Capt. "Reg" Boyan, who, with great cheerfulness, led us to Kainantu.

The Rev. Rod Fowler, Seventh Day Adventist Mission, Kainantu, who nursed us back to partial health.

Bill Brechin, of Aiyura Government Agricultural Station, who gave his life organising the air evacuation (of the Americans), from Bena Bena, and finally,

Roy MacGregor, NGVR, who guided us over the second-last stage of our journey, i.e., from Bena Bena to Wau.

* * *

But I would still like to know who was responsible for issuing the order requiring sick men, who had already endured so much, to walk from Bena Bena to Port Moresby! If it was not Mr. Townsend, well then, who was it?

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Another Marine Mystery

WIDE AIR-SEA SEARCH FOUND FEW CLUES TO "MELANESIAN" DISASTER

For details of the ship and facts surrounding her disappearance see Shipping Section, page 101, this issue.

It is unlikely that the reason for the disaster to the Solomon Islands Govt.'s 240 gross tons *Melanesian* will ever be satisfactorily established. In its way, this is as great a mystery of the sea as the disappearance of *Joyita* in 1955—but because the world was busy with a Middle East crisis, the fate of *Melanesian* has not been the subject of such wild newspaper speculation.

FOR a week after the vessel was missed—on July 12—the biggest sea and air search undertaken for a small ship in the South Pacific was under way. All that was found was some minor wreckage and the body of one Melanesian, about 30 miles west of where the vessel last reported by radio, on July 10, at 9 a.m.

She then gave her position as 25 miles west of Sikaiana atoll where she was going on a regular trading voyage.

The "unofficial" BSIP government opinion is that the vessel struck an old mine, and this, or a violent explosion within the ship itself, seems to be the only explanation for such complete and sudden disintegration as that which occurred.

Another theory is that she was overwhelmed by a sudden submarine eruption. These theories are discussed in the Pacific Shipping section.

The disaster is a grievous blow to the BSIP Government and the people. Not only in the loss of the virtually new, sturdy little vessel, but in the loss of trained personnel, such as Captain Davies and Dr. Rowland, who were amongst the victims.

What happened to Melanesian might have been a million-to-one chance. But for the time being, until the memory of the disaster is dimmed, travellers in other small ships in the area are going to be far from happy.

A BSIP correspondent who took part in the air search, has sent us this account of it:

Combing the Sea

This morning (July 15) at 0615, a Qantas DC3 took off from Henderson Field into a cloudy sky and limited visibility, flew north over Tulagi and across North Malaita.

In the early light a ship was sighted in Malu'u Bay on the north of Malaita, so the plane turned tightly, and flew over it: she was identified as the Mission ship *Baddeley*.

Heading south over the extensive, miles-wide reef-flats, the aircraft then followed the coast to the village of Sulufou, the point where the *Melanesian* was due last Saturday, July 12.

The village, on an island built artificially, stone by stone, was the one recently gutted by fire in which 600 people lost nearly all they owned. The Red Cross and the Government came to the rescue with supplies, clothing and utensils.

On the way there the MV *Nancy* was passed, heading bravely into a heavy sea.

Thence course was altered to the ESE, leaving Malaita astern and following the missing ship's projected course.

The Victims:

Captain J. Davies, master of the vessel;

Mr. A. J. Strait, the supercargo;

The crew of 16 Solomon Islanders;

Dr. and Mrs. T. I. Rowland, formerly of Suva.

(Dr. Rowland was in Fiji as a Government medical officer from September, 1956, until September, 1957, when he was transferred to BSIP to become Medical Officer, Malaita. His wife was a nursing sister).

Mrs. W. Anderson, wife of the District Commissioner, Malaita, and child;

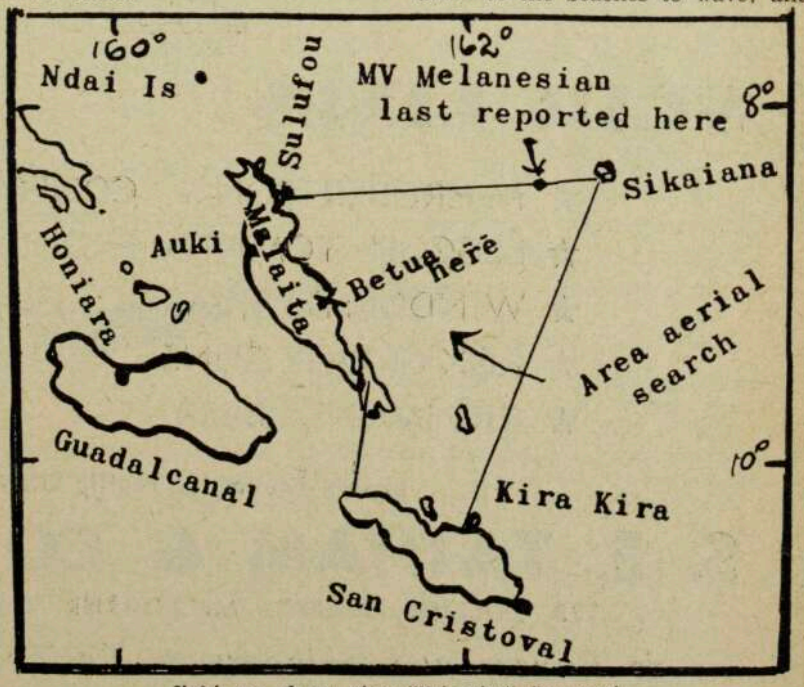
Mrs. A. J. van Deloos, wife of the Agricultural Officer, Malaita;

Twenty-two native passengers —and possibly more.

For a long time we flew across the roughening sea with the SE trade wind breaking the waves and adding to the difficulties of search —towards the distant atoll of Sikaiana, also known as Stewart Islands.

Flying low, the plane circled closely the entire atoll with its several vegetated, sand-cay islands, situated in the centre of wide reef-flats, which extended around the perimeter of the blue lagoon, which is a couple of miles across.

It was surprising that not one inhabitant was seen; nobody came down to the beaches to wave; and



Sketch map of area where "Melanesian" disappeared.

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these are friendly people.

Perhaps they had memories of unhappier war days when unfriendly planes flew low; or perhaps they were all working in their gardens. There was no sign whatever of the *Melanesian*.

Never Reached Sikaiana

She had probably been here on Thursday we thought, as she reported herself 25 miles west, heading this way (but we were subsequently found to be wrong, as *Melanesian* had never been there at all). An attempt was made to raise her by radio at 0900 hours Friday 11th, so as to warn the Sikaiana people of the approach of the seismic sea wave from Alaska sometime that morning. We received no reply then, but considered that the radio might have suffered a temporary breakdown.

Flying back along her proposed route to Sulufou, a very wide area was covered by making square zig-zags with search lines two visibility distances apart.

A great triangle, Sikaiana-Malaita, was thus covered systematically.

Once we doubled smartly back as it was thought a small dinghy had been seen: but it transpired just to be another "seahorse"—a prolonged broken wave driven by the strong trade wind.

Another time we stood on our wing tip to identify a ship which was sighted, headed towards Sikaiana.

It was the MV *Margery*, with four lookouts posted at the quarters, and District Commissioner St. G. Anderson, waving as we swooped low alongside, close enough to see the faces of the crew. (Mr. Anderson's wife and child were lost on *Melanesian*).

She was making good way in the rough beam sea with the object of ascertaining whether *Melanesian* had been at Sikaiana.

Clouds hung low, reducing the visibility as we travelled further west, and ultimately we reached again the north end of Malaita in the rain.

This time we turned south eastagain, flying low, and following closely the coastal cliffs and fringing reefs, looking for signs of men, dinghies or wreckage—but nothing was seen at all.

Occasionally we banked steeply to run out and circle outlying islands as we passed them. Nothing was missed.

Betua on Reef

This coast is fortunate with its great harbours, inside any one of which we hoped that MV *Melanesian* might be anchoring.

We flew close past Sinarangu Harbour, the scene of the murder of Bell, Lilles and their police patrol in 1927. We had been flying for half an hour or so, when two small Government ships were observed ahead of us—one standing off in deep water, and the other unhappily ashore on the wide brown exposed coral-flat of the fringing reef, with the waves running up the radially-eroded channels on the sea-edge.

We identified her as the MV *Betua* lying on her side almost completely dry, as it was low tide, and surrounded by islanders and canoes.

This was a second shock to the system, having two ships of our small fleet out of action. We circled low twice and photographed the situation before continuing south on our shoreline search for the *Melanesian* beneath the limestone cliffs above which the dense green jungle extended to the mountain tops, with here and there a neat village of leaf houses on the ridges, or along the shores.

Rivers and bays indented the coast line. Soon we reached Maramasike Passage with its many flat vegetated islets—where Mala is divided from Mala Ita—or, as we usually say, "Big Malaita" from "Small Malaita".

A well laid-out Mission station, and orderly rows of village houses on clearings back from the sandy beaches were passed. We rounded the tip of South Malaita. To the westward along the other coast which was now in view, was Maka, the Police Post near the entrance to the Maramasike Passage.

It was Maka that reported on Saturday afternoon that it had heard a powerful explosion to the eastward, which had not been explained.

Was this explosion due to a tectonic earthquake? Was it an old mine washing ashore? Was it an exploding bomb? Had someone been using gelignite illegally?

Certainly nobody could connect it with the *Melanesian*, which should have been scores of miles to the north-westward, headed for Sulufou.

And so across the Sealark Channel we headed for Guadalcanal's great ten-mile plains; with its extensive grass patches at the foot of the dark mountains behind —up to 8,000 feet high and masked by the clouds.

Home, Without a Clue

First Rua Sura Island—then Rere Point—the Berande Plantation—over the great wide, dirty green and muddy rivers meandering their way to the sea—until at last, flying low over the old grass-grown wartime fields of Carney and Koli, we landed again at Henderson Airfield.

Fresh observers took off at 1315 from Henderson Field, skirted South Malaita to Ulawa Island to the eastward, and proceeded to search the large triangular area systematically—towards Sikaiana.

MV *Margery* still battling the heavy seas, was seen again, very nearly there. As she asked for a line of the islands, the aircraft circled again around Sikaiana Atoll, and this time was greeted by hundreds of people waving on the beaches.

The *Margery* reached there before nightfall.

Three ships which had been standing by left with all the available engineers and mechanics from the Marine Department Base at Tulagi—bound for the area of the search. The entire Protectorate fleet is now engaged.

Store Manager Gaoled For Theft

Western Samoa was a little shocked in July, when Otto MacFarland, a branch manager for Messrs. Morris Hedstrom Ltd., in Fagamalo, in Savaii, was sentenced to 2½ years' gaol for stealing, from his employers, £1,046 in cash, £623 in goods, and £73 in petrol. He conducted his own defence, and claimed it was not theft, but "failure to account"; but Chief Judge Marsack would not accept that plea. MacFarland was born in Samoa, and is only 27.

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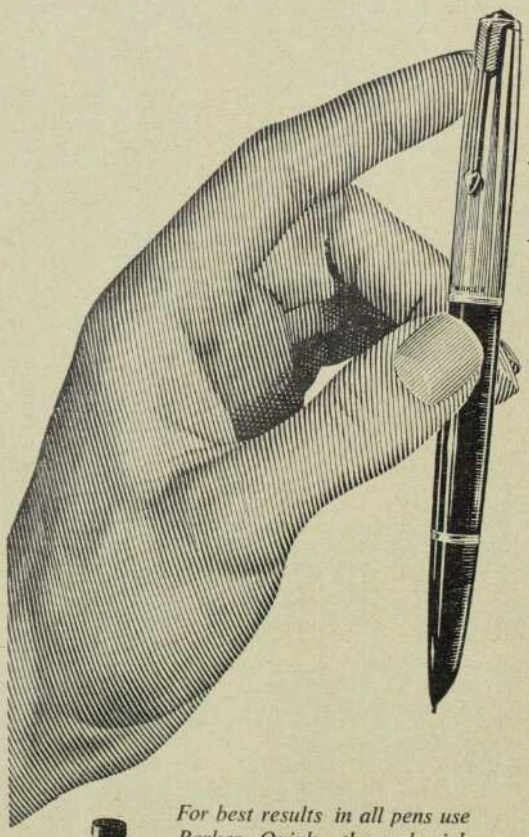
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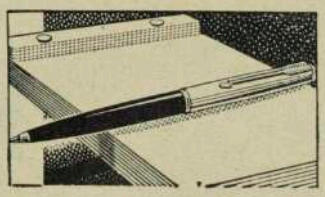


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They Hope to Lure

TOURISTS ALONG THE HIBISCUS PATH

From Stuart Inder, in Fiji

Fiji's newest stretch of road — the Hibiscus Highway — has not one hibiscus growing on any part of it — yet. But the government is hopeful that it will.

THIS despite the predictions of old-timers who consider that any hibiscus which is not smothered by creepers will be eaten by cattle, or vice-versa.

But having spent a pleasant day on the highway a few days before it was officially opened on July 18, with a ribbon cutting ceremony and all, I cannot see that it matters much if any hibiscus ever grow on it.

It is an attractive road as it is, without fighting to make it live up to a name picked at random.

It was put through to open up copra areas which previously were accessible only by boat (or a rough track in dry weather).

But with the right kind of promotion, there is no reason why the Hibiscus Highway shouldn't be made another tourist attraction for Vanua Levu—the island that already has some of the prettiest scenery in Fiji.

The new highway, built of decomposed coral limestone that shows white even in the moonlight, runs to Buca Bay, in Vanua Levu's north-east, and connects with an existing road to Savusavu, in the south.

Visit Savu Savu—Just for the Ride

It is part of a good 44 mile stretch which runs from Savusavu to Loa, on Buca Bay. And when a bridge is completed at Buca by early next year, the road will run for 64 miles—and be worth a visit to Savusavu, just for the ride.

The road skirts along coral shores, as the travel books would have it, and occasionally dives inland through thick forest, and acres of bamboo. At some places there are extensive panoramic views of nearby Taveuni, and even Rabi Island in the distance.

The coral road surface, which required nothing but rolling, was found in two big natural deposits on nearby Vunilagi Estate. One deposit is now almost finished but the other hasn't been started yet.

The Public Works Department in Fiji has taken four years on this highway, but the time spent has been worth it. It has made no compromises with expediency—compromises which in the normal course of events, would have to be resolved again later.

There are long stretches of straight, and good banked curves. One cutting is 47 ft deep.

At another spot, the road builders diverted a creek and then lifted it into a new course six feet higher. They also drained an extensive swamp and put in four good bridges.

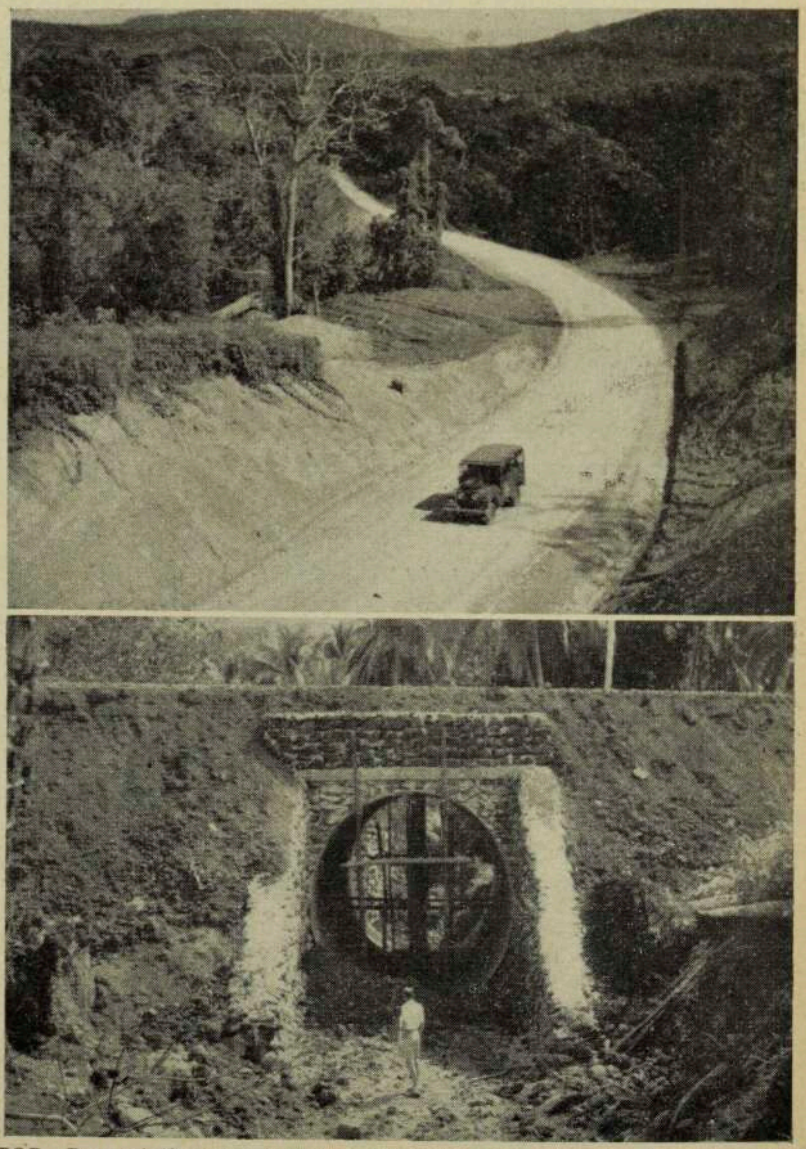
Bulldozer in the Burial Ground

At one place, the road goes directly through an ancient Fijian burial ground—a matter which was of some concern to the Fijian road workers, who didn't feel like bringing any taboos down on their heads.

PWD road boss, Mr. Mervyn Dellar, fixed that by agreeing to drive the first bulldozer through himself—and then everybody was happy.

(The Fijians are reported to be worried about that second coral deposit, too, in case that turns out to be something special, but it will probably be resolved the same way.)

One Armco tube culvert on the



TOP: Part of the new highway, photographed from the top of a 47-ft. cutting. LOWER: The biggest culvert in Fiji.

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highway is 15 ft in diameter—the largest in Fiji. And the bridge near Loa will be one of the longest, with six 40 ft steel spans.

Tourists Welcome

Vanua Levu people who have seen the road—and there are many who haven't—are pretty proud of it.

They are not the kind of people who would object to sharing their joys with visitors, particularly tourists anxious to see the "real Fiji".

But until somebody gets on with that promotion work, the only people likely to appreciate tourist-starved Vanua Levu's new Hibiscus Highway are a handful of local planters and Fijians—and perhaps a few stray cattle hopefully sniffing around for a hibiscus.



"Hey, You—Scram!"

When the pride of the Royal Australian Navy, the Aircraft-Carrier "Melbourne", visited Suva in mid-July, the Navy declared open-ship and invited all interested aboard to inspect. But the Navy wasn't prepared for the Suva brand of enthusiasm. Every kid in the place, and some who were no longer kids, attacked the Carrier like a boarding-party. The officer shown here is trying to repel a small invader who is in too much of a hurry to use the gangway, while a worried rating apparently thinks about the peace and quiet of Wooloomooloo. Finally the police were called to dampen the enthusiasm with the fire hose.

Photo: Santa Singh, of Stinsons.

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New Research

On Old Phenomenon

THE MYSTERIES OF MARINE PHOSPHORESCENCE

BY CAPTAIN BRETT HILDER

• *What is phosphorescence? A seafarer may expect to see a brilliant display only once in a life-time, it is said—but bigger and better manifestations have been reported in the last 10 years. Has it, therefore, some connection with man's modern inventions? In this interesting article, the author attempts to answer some of these questions.*

BRILLIANT displays of phosphorescence have been recently reported in *PIM*, one in April (p. 127) another in May (p. 23).

The subject has been of keen interest to me since September 5, 1954, when I witnessed an incredible display. The night was dark and overcast, with very light rain. We were steering southwards towards the maze of reefs off the eastern end of Papua, in *Malaita*, of which I was "Master, under God" as the old legal documents have it. At 1 a.m. I went on the bridge, where the Second Mate was keeping the Middle Watch, and soon afterwards we saw the loom of distant lights beyond the horizon on the starboard bow.

It looked like a distant city, or a fleet of ships, but we knew it could be neither.

Associate of Coral Reefs

The luminous source was apparently stationary, for our speed brought the lights closer, until they were abeam. We could then see that the area was a mass of brilliant phosphorescence, much brighter than I had ever seen before.

It was a mile or two long, and seemed to be in the same position as some submerged reefs, known to be in that direction. This fitted in with my previous experience, that luminescent organisms were associated with coral reefs. The light suggested great Neon tubes were just below the surface.

As we had to concentrate on the navigation, we had almost forgotten about the phosphorescence when we saw another loom of light spreading around the horizon on the port bow.

We were approaching the point where we would have to alter course sharply to pass between some reefs, and we were using our newly-fitted Radar set to check the bearings and distances. The loom was spreading like a bushfire, coming over the horizon as bright as Broadway, and extending right across the bow of the vessel.

There were large reefs in that direction, and it began to look as though we would reach the luminous area before it was time to alter course. This meant that if the phosphorescence coincided with the position of the reefs ahead, we might crash into them, so we checked and double-checked our position by compass bearings of the islands as well as by the Radar.

By this time the brilliance of the display had become quite alarming, and added to the tension as we neared our turning point.

Radar Echo

At this critical moment we were clearly going to plough into the illuminations a couple of minutes before we altered course, and as I looked at the Radar screen I noticed an almost unbelievable echo on it.

There on the screen was an exact picture of the phosphorescence, identical in position, size and shape with the illuminated area, which

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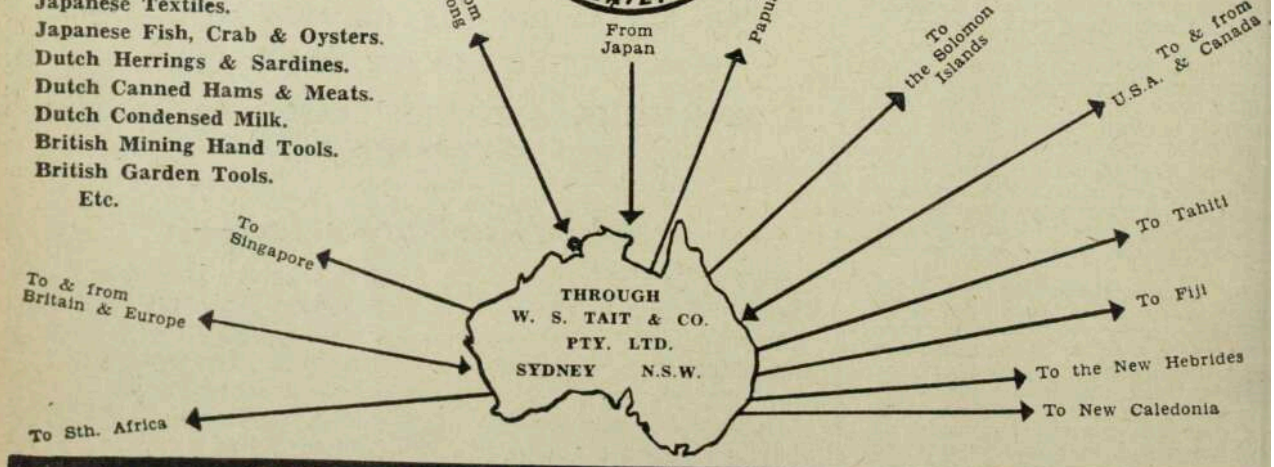
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had a diameter of about two miles!

As the position of the ship on the screen entered the mass of echo, so did the ship cut into the nearest banks of light in the sea.

The illuminations seemed to be at a depth of two or three fathoms, and the breaking bow-wave showed like black lace against the unearthly light from the depths.

The light was in long nebulous clouds, without any movement or fluctuations, and looked like sandbanks in an estuary. It was now time to alter course, and being busy with navigation we soon left the un-nerving phenomenon astern, until it was nothing but a vivid memory.

Later that morning I made a water-colour sketch of the display, to go with my official report, and since then a lot of my time has been spent in research and investigations on the subject.

Increased Brilliance

Recent reports of phosphorescence stress the unusual brilliance of the phenomena, compared with reports in previous years. Most of the available reports are published by the London Meteorological Office, and come from merchant ships chosen as Voluntary Observing Weather ships.

But there must be many cases of unusual phosphorescence which are not reported, largely owing to the difficulty of describing the displays accurately in a report.

Some of these are so unusual, so weird and overwhelming, that the observer is unable to give a literal description of what he has seen.

The increase in the brilliance reported in the last 10 years I attribute to the widespread use of Radar at sea.

There also appears, to me, to be a relationship between the phosphorescent displays and the magnetic family of sun-spots, the aurorae, magnetic storms and ionosphere troubles with short-wave radio.

The usual marine displays consist of small spots of light, caused by plankton of various species less than an inch long.

Larger sources of light, called "blobs" may be nearly a foot long, and these are mostly jelly-fish or squid. Larger luminous fish, as well as sting-rays, sharks and eels, generally live in the depths of the ocean where it is always night.

What Advantage in Illumination?

At the other end of the scale we have luminescent micro-organisms too small to see, except when a mass of them appears as a cloud of light in the sea. Some of these animals are as small as bacteria, or a virus, which makes them difficult to study individually.

While most species make their light in a special organ, fed with fuel and oxygen by glands, some of the larger fish are illuminated only by colonies of parasitic bacteria which live around their eyes or mouth.

This may prevent the fish from switching their lights off and on like an aircraft, unless, as is sometimes the case, they have a special shutter or eyelid to cover up the light.

We don't know whether luminescent organisms gain any advantage from their illuminations, though it would be thought that it would be safer to remain invisible in the predatory depths of the sea, like ships blacked-out in wartime.

Another mystery is why only odd species are luminescent in each class of animal life, including fire-flies, glow-worms and some types of fungus on dead trees.

In phosphorescence at sea, the usual pin-points of light are stimulated in most cases by mechanical disturbance, such as the bow-wave of a ship, the propeller race, breaking waves on a reef, the dipping of oars, fishing-lines being pulled, and swimming animals, whether fish, sharks, dolphins or humans.

Another common stimulation is light, either from a ship's deck-lights, searchlight, or simple electric torch. The organisms are also stimulated by light from their neighbours, and this accounts for large patches of luminescence glowing or flashing in unison, as happens sometimes with fire-flies on a tree.

Stimulated by Radar

Light is an electro-magnetic propagation, like radio-waves but of a limited band of frequencies or wave-lengths. It has been suggested that Radar transmissions have stimulated luminescence in the sea, and I have had only one opportunity of checking this.

The occasion was on March 4, 1955, in the Solomons. The ship was surrounded by large flashing patches of nebulous light, about 30 feet in diameter.

They were flashing at a very regular speed of 94 to the minute, which would have been quite impossible to time but for the fact that the ship's engines and propeller were turning at 94 revs. per minute.

After coming to the obvious conclusion that the patches were keeping time with the beat of the engines, I switched off the Radar set, and the patches faded right out.

On switching on the set again they all re-appeared, flashing as before, and we were able to repeat the experiment a couple of times before the ship ran out of the luminous area.

It seems always to be the more minute forms of plankton which produce the most interesting patterns of luminescence in the sea, which is sometimes covered by a



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silky sheen of light as far as the eye can see; and at other times by moving bands of light travelling at speeds up to 100 knots.

As there is no question of the microbes or plankton travelling at these speeds through the water, the motion must be caused by moving lines of stimulation, such as fluctuations in the magnetic field, sometimes caused by magnetic storms, and at other times by the variation in the earth's magnetic field due to the presence of a ship's magnetic field.

This is quite a new theory of my own, and not yet accepted by the scientists.

The Quartermaster Left the Wheel

Year by year we get more puzzling reports of phosphorescence, in which vast patterns change every few minutes but still show effortless grace and precision of pattern and movement. That their brilliance can be disturbing, even alarming or frightening, is not only due to the feeling that, when sighted ahead of the ship, they suggest breaking reefs. The following two extracts from published reports are very illuminating:

"The whole effect was one of great weirdness and eerieness, so much so that the look-out man came on to the bridge quite scared, believing that he was suffering from hallucinations."

"The Chinese quartermaster became panic-stricken, left the wheel and did not return until he had been called three times."

Two more extracts from reports in 1953 are worthy of note:

" . . . a band of exceptional brilliance, which illuminated the ship like a greenish-blue searchlight."

"None of the observers had ever experienced anything to compare with the phenomenon, although various forms of phosphorescence had been seen in the Gulf (of Aden) on many occasions."

Most seafarers have only seen one really brilliant display in all their years at sea. Having seen two myself, I can't expect to see any more, unless they are becoming more frequent. This is quite possible, according to my theory, with the frequent use of Radar at night.

There is also a maximum of sun-spot activity at present, one of the seasons why this period was chosen as the International Geophysical Year.

Now Scientific Study

Phosphorescence in the sea is always called "marine bio-luminescence" by the scientists, and about 240 different species of the luminescent organisms have been identified.

They are of every shape and size, the smallest ones having the longest names. We therefore have shrimp-like crustaceans called euphausiids, copepods and ostracods; a squid called Heteortheuthis; and a lot of dinoflagellates.

Other common types are ctenophores, tunicates and coelenterates.

A lot of these organisms have been collected and studied in laboratories by biologists to see what makes them tick. There is a great gap between these scientists and the radio-physicists who study sun-spots, magnetic anomalies and Radar emissions.

One of the main objections to my theory of magnetic stimulation of bio-luminescence is that it would admit a previously unknown property of living matter.

Just recently the subject has aroused the interest of a well-known nuclear physicist in Sydney, Dr. Paul George, who has done important work on cancer by means of radio-activity. He is preparing to experiment with plankton and magnetic forces to find some possible support for my theory, in the hope that it will tell us more about living organisms in general, and human beings in particular.

One of the most complete works on phosphorescence is in Russian—*Tarasov, NI "Svechenie Moria"*. This was evidently published in 1956—and is said to be "the first complete monographic survey of every aspect of marine phosphorescence since 1834, with about 500 references—half from Russia and half from Western literature sources, extending from 1819 to 1954."

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£33,000 is the Goal

FIJI's Mr. HALL IS A BUSY MAN

From a Suva Correspondent

THEY pay no radio licensing fees in Papua-New Guinea—mainly because of the efforts, over 20 years ago, of Mr. E. A. James, who challenged the Government's right to impose them—and won.

(In those day's, P-NG had no radio broadcasting station—and Mr. James considered that a licence to listen to a non-existent station was an imposition).

In Fiji, the law says radio fees must be paid—and few people pay them. But the efforts of Mr. J. W. Hall are being directed towards fixing that.

Radio Licensing Inspector Hall, an elderly, grey-moustached veteran of India's North-West Frontier, still has the gleam of battle in his eye, but he keeps it these days for Fiji's non-radio-licensed public.

Fiji has more than 18,000 licensed radios, but it is calculated another 12,000 people manage to get their radio entertainment free. That's a loose estimate, too, for nobody knows for sure just how many there are—although Mr. Hall says he is on the way to finding out.

£3,000 for the Kitty

In 1957, the first full year that Mr. Hall got on to the job, the number of licences taken out jumped by about 8,000—and returned the Government £25,000—only £8,000 short of the subsidy the Government pays the Fiji Broadcasting Commission to help it operate.

Over £3,000 of that sum can probably be attributed to the hard-working Mr. Hall—£600 in fines from actions launched by him, and £2,500 in "compounding fees"—which are paid, with various degrees of willingness, by the people who are caught by Mr. Hall and don't wish to bother with court proceedings.

(And, of course, untold numbers of others who had never seen Mr. Hall were stampered into getting a licence, too).

Mr. Hall's Ambition

Says Mr. Hall, "My aim is to get as near as possible to that £33,000 subsidy every year".

Fiji is expected to pay its radio fees on January 1 each year, for the full calender year. Fees are 25/- for the first radio, and 15/- for every other set.

In 1957, mainly through the efforts of the conscientious Mr. Hall, the Government made effective a law requiring radio dealers to sell radios only to people with licences.

If the buyer has none, he fills out an appication before he can have the radio. The law had been in existence before, but nobody had done much about making it effective.

People have complained about this, on the ground that it is bureaucracy on the loose. But Mr. Hall points out that since people have to pay their licences, they should be pleased to have things made easy for them.

The real value of this system is, of course, that Mr. Hall and the Post Office don't have to worry about new sets. They merely need concentrate on bringing up to scratch the old hands who probably never have had a licence.

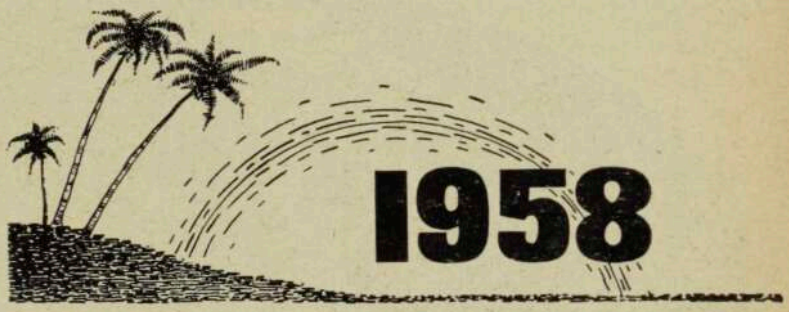
Getting His Man

There was, for instance, the time near Nadi when Mr. Hall, driving by, heard a radio out in the fields; investigated and found it coming from an Indian shack in the sugar cane.

The lady of the house said there was a licence, but her husband had it, and he wasn't home.

Where was he?

"He keeps a grocer shop between



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Lautoka and Nadi, but I don't know just where."

Never daunted, Mr. Hall started on the 24-mile drive between the two centres, stopping and asking all the way. After two hours he found the right man.

"I haven't a licence," said the Indian. "My radio is out of order."

"But your radio is working!" said Mr. Hall. "I heard it less than two hours ago."

"Just fancy that!" said the set-owner, game to the last. "My wife must have had it repaired, today!"

On another occasion an Indian denied owning a set, although Mr. Hall suspected otherwise. ("I've got spies everywhere", he says).

That afternoon he followed the man home from his office, identified his house, and returned again that night—to find the gentleman sitting in an easy chair listening to the radio.

Next day, Mr. Hall returned with a policeman.

Names Count

With that kind of reputation for always getting his man, it was probably no surprise to Mr. Hall when, on the night he had to leave off after checking only half of a street, it was found that next day the other half of the street was queuing up at the Post Office, paying licence fees!

"That's where publicity helps," explains Mr. Hall. "When people hear of others being fined for not paying their fees, they quickly hop in and pay their own. And that's what we want."

For that reason, Mr. Hall is a little unhappy at a recent court ruling which has thrown into doubt Mr. Hall's authority to prosecute.

The matter will probably be settled soon, and meanwhile Mr. Hall is "compounding" his customers to save appearing in court.

"But it's not the same," says Mr. Hall. "Names are what count in this business."

Now Moresby Has a Tobacco Factory

The twist-tobacco boom is really on. Following the establishment of a factory for making trade tobacco in Madang, New Guinea, last year; and the announcement last month that a similar factory has been set up in Brisbane, another factory has been opened in Port Moresby, by interests headed by a Newcastle, NSW, businessman, Mr. L. Erickson.

Mr. Erickson has had many years experience in the tobacco industry. The Port Moresby factory will be mechanised. Machines to twist the tobacco have been made in Australia and natives are being trained to use them. Mr. Erickson moved to Moresby because costs were too high in Newcastle.

IN BSIP QUEUES AWAIT MARRIAGES AND BAPTISMS

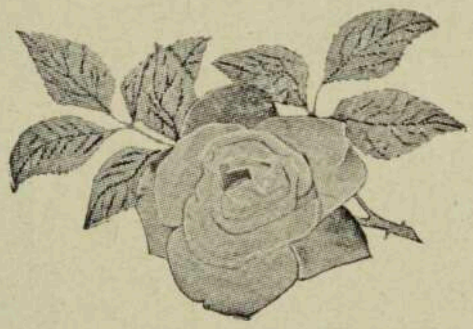
. From A. J. Sheat.

A reluctance on the part of BSI authority to ordain Melanesians as ministers of religion, so that they may perform baptisms and marriages among their own people, is making Solomon Islands travel "tough" for ordained European missionaries in some areas.

A Methodist clergyman who spent long years in Polynesia, and who recently was in the Solomons, was surprised to find that "marriages and baptisms are awaiting the missionary wherever he goes in the Solomons, so that the large number of ceremonies crowd out the occasion, and give the clergyman little chance to emphasise the meaning and significance of the ceremonies".

Native ministers and pastors, in most Territories, readily obtain authority to baptise, marry and bury those of their own people who require such services; and it seems an appropriate arrangement.

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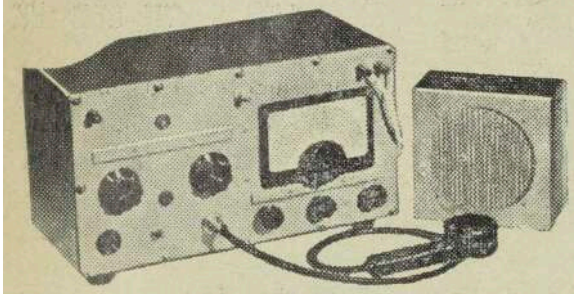
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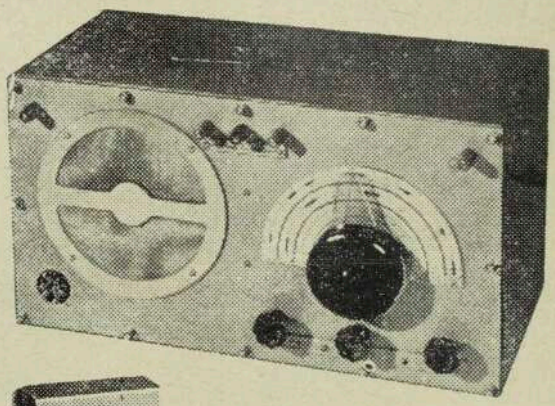
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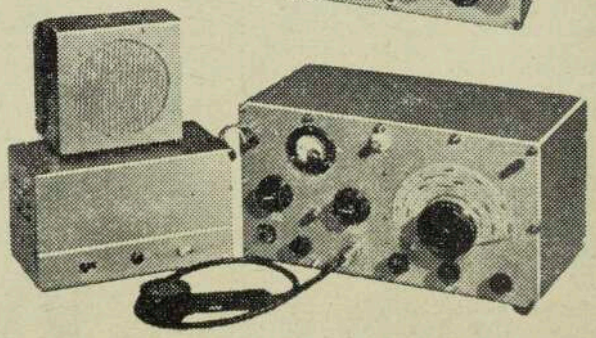


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Pacific Islands Monthly MAGAZINE SECTION

Tropicalities

Fiji is Using New Guinea Clouds

ALTHOUGH it is not customary for clients to lie on their backs on the floor when they visit travel booking-offices to buy airline tickets, that is what some of them may be inclined to do in Tasman Empire Airways' new office in Suva.

TEAL has put the mural—a large map of the Pacific with assorted damsels representing various regions—on the ceiling, for the lack of solid walls to put it in a more normal position.

Most of the wall-area is glass, and the only solid piece is taken up with a huge enlargement of a photograph of clouds. Clouds are appropriate enough for an airline office, but the odd and the interesting about these particular clouds are that they belong between Port Moresby and Lae, New Guinea, and not in Fiji at all.

That's not to say, of course, that Fiji cannot produce a cloud or two of its own, when put to it; but those brewed amongst the 15,000 ft peaks in the Territory can be classed among Nature's spectacles, and are designed to appeal to photographers. New Guinea does not mind loaning Fiji a cloud or two, anyway.

The photographer responsible for the clouds in TEAL's Suva office is Mr. Leo White, a Kiwi, editor-publisher of *White's Aviation*, and the best-known aerial photographer in the South Pacific. He made a photographing visit to Papua-New Guinea some years ago.

Mashed Potatoes—No Gravy

ALL my New Guinea language difficulties these days are confined to battles with hotel dining-room boys who are used to guests ordering by number from the menu, without any deviations or flights of fancy.

Most of the tussles concern my desire to have mashed potatoes instead of the boiled-in-oil variety; and NO gravy. Either dining-room boys are dumber than most, or my Pidgin—and even straight English—are worse than I thought.

My extraordinary requirements in food have had more extraordinary results—a plate swimming with gravy and nothing else; or a plate of roast potatoes, and nothing else; and sometimes a pile of meat, and nothing else. Never exactly what was required—except once.

I was going through the usual rigmarole in the Hotel Cecil in Lae one night—all about me no liking gravy; and the potatoes should not be cooked one-time grease but in water and later "fought", and all the rest of it—but instead of the native waiter's mouth falling open in dumbfounded amazement, as was standard at such sessions, this particular one said: "Yes, Sinabada. You want mashed potatoes and vegetables with your roast beef, but no gravy".

He was, of course, a Papuan who had strayed to the Other Side.

But even on the New Guinea side, Pidgin is going out in some quarters. A few months ago, old Territorian H. T. (Blue) Allan, who now lives in northern NSW, went back to NG, to, amongst other things, open the Rabaul Natives' Ex-Servicemen's club house. In July, back home again, he received a letter from Samison Gila, the Hon. Sec. of the Rabaul branch of the Native Ex-Servicemen's Assn. It began:

Dear Master Blue,

The President and Committee have asked me to write and thank you for your kind donation of a Banner to our Branch.

We are all very happy to receive such a good Banner and to let you know that it was used for the first time at the recent Naturalisation Ceremony held at the RSL Club.

We know that you will be pleased to hear that our Club House is being used by many of our Members since you have opened it and also that we have had many visitors from Australia to have a look at it.

The form of address—Dear Master Blue—would probably annoy some of our more zealous reformers who would regard it as a hangover from slavery. But I dare say Samison Gila feels like I do—that it is a mark of respect to a guy who was highly regarded by both Europeans and natives in the days of peace; and was a fine soldier in two World Wars.—JT.

What Makes a Lady?

THE fund of stories in the repertoire of Captain A. S. Fitch—"Cappy" Fitch to all old-time Papuans—is as long as the history of his successful trading company, Steamships Trading Co., of Port Moresby. But some of the best of them concern the early days when "Cappy", a young and ambitious, post-War I master-mariner, took the old steamship *Queenscliff* to Papua, hoping to make his way in the world.

(Over)



This very elegant fruit dish is 18 inches high and was carved by M. Remy Weiss. of Koumac, New Caledonia, from one large piece of local gaiaac wood, which is hard and heavy but polishes very well. The piece consists of a fruit bowl, 24 inches wide, being held on the heads of half-a-dozen sitting natives. It was presented to the Skipper of the NSW ketch "Malohi" in Noumea recently, by the Noumea Syndicat d'Iniative, after the vessel had won the Sydney-Noumea Ocean Yacht Race. (See Cruising Yacht Section).

Photo: F. E. Dunn.

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Papua was still tough in the early '20's; and so were finances. For a while, it was touch-and-go with "Cappy" and his *Queenscliff*.

However, Fitch and his mate took life in Papuan waters as they found it, observed, said little, and learned a lot.

On one trading trip east of Moresby, they anchored off a trading station one day, hopefully, and in due course a boat containing two seedy-looking Europeans, with a native "wife" apiece, rowed out to do business.

"Cappy" and partner got out the enamel pannikins and the bottle of rum, put them on the table and told their prospective customers to go ahead.

Then, after a while, perhaps sensing that someone was looking askance at the bare-from-the-waist-up wives, one of the traders observed: "These here are *good women.*"

"Yes?" said "Cappy".

"Not like ordnary village women," supplemented Trader No. 2.

"No?" said "Cappy".

"No," said Trader No. 1, "they're refined". Then, in a conspiratorial voice, over the back of a raised hand: "They wear *drawers!*"—RWR

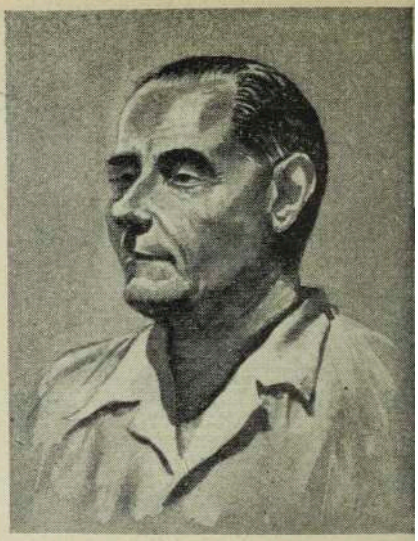
A Brett Hilder Profile:

POLICEMAN, RESTAURATEUR —AND KNIGHTED FOR GOOD CITIZENSHIP

FRANCOIS ROSSI, veteran citizen of the New Hebrides, comes from a Corsican family which settled in the NH in 1882. Francois was born in 1903, at Rannon on Ambrym, the second son of Mathieu Rossi and Maria Tristani, who died the following year at the early age of 20 years.

Francois went to school at Nice in France; then in Corsica for two years; and, finally at St. Joseph's College in Sydney.

His father, meanwhile, had settled on a plantation called "Les Lagunes" near Vila, and Francois worked there from 1919 to 1937. Rossi, Sr., died in 1929, and in 1937 Francois joined Big Business—Ballande's (CFNH in Vila) —transferring four years later to the finance section of the local French Administration. In 1943 in the period of virtual American occupation, he was appointed Commandant of Police, stationed at Vila. In 1950 he was transferred to Santo in the same capacity. In 1951 he was made assistant French Delegue at Santo, but soon afterwards retired, to manage the Civil Club of Santo, on the foreshore of the Segond Canal.



Francois had married Paule Ohlen, of the well-known Danish pioneer family of New Caledonia and New Hebrides. The lovely Paule is also an excellent cook, so after two years at the Club, the Rossis opened a new establishment at Santo, called "Corsica", which is still the only real hotel in Santo.

Francois' brother, Antoine, runs the hotel at Vila, which he is rebuilding into a very modern establishment. He has a large family and like Francois, is a solid citizen of the Condominium.

Francois and Paule have two children, a son Marco who is married, lives in Noumea, and is an engineer with Messageries Maritime; and a daughter Diane, whose husband, Pierre Beurier, is an engineer for the French Airlines TAI.

In 1956 Francois was created Chevalier de L'Etoile Noire du Benin for his public services.

CROSSQUIZ

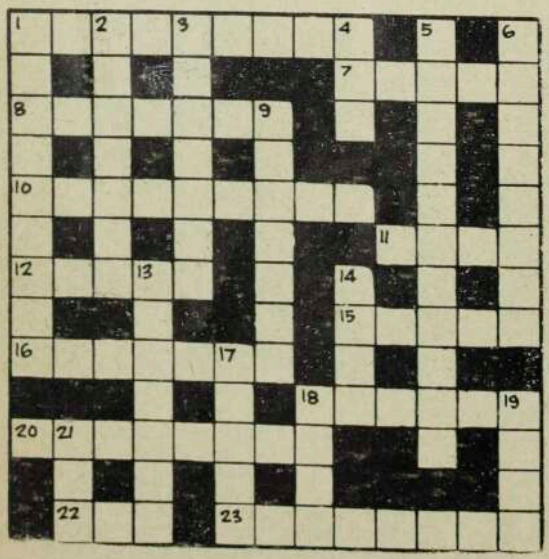
Solution on page 97.

— ACROSS —

1.—What is the popular name for London's Central Criminal Court?
7.—Which muse is represented with a lyre in her left hand?
8.—Of which US State is Montgomery the capital?
10.—What is the study of the earth's physical features?
11.—What is the earth's largest satellite?
12.—What form of address is a palindrome?
15.—What valuable material is obtained from the African elephant?
16.—What is the capital of Cyprus?
18.—What animal lives in a set?
20.—What two-edged sword was used by the ancient Highlanders?
22.—What is the winding river of South Wales?
23.—Who wrote the music for "The Mikado"?

— DOWN —

1.—Who celebrates the Battle of The Boyne?
2.—What is Koh-i-noor?
3.—What is the term for a word formed from the letters of another word?
4.—The leaves and seeds of what trees are poisonous to animals?
5.—Which town in England is famous for its air show?
6.—What was the Scots name for New Year's Eve?
9.—What was used by the ancient Greeks and Romans to store wine?
13.—What is the term for a candidate for priesthood in the fourth stage of initiation?
14.—Which transparent mineral splits into thin flakes?
17.—What statues are found in Greek churches?
18.—Who invented the telephone?
19.—What is the term for a bay horse with grey or white spots?
21.—Which New Zealander has made a famous name as a cartoonist?



Mascot — Night Departure

Sydney is wearing black velvet tonight—
A black velvet dinner-gown for dancing and delight,
With rubies at her hemline; emeralds in her hair.
With twenty thousand bracelets— now which shall she wear?
The rest of her jewel-box is strewn everywhere.

Sydney is dining in velvet tonight—
A black velvet dinner-gown, with gold thread alight;
To emulate her emeralds, let no one aspire—
Her white throat, the harbour, with diamonds afire;
Its waters, her mirror, her jewels to admire.

* * *

The air hostess smiles, and lowers my chair.
Heigh-ho the jungle, and the jungly air!

—NOELLE MASON.

Inus Plantation,
Bougainville.

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The Pit-Pit is in Flower

AND ON THE SEPIK, IT'S SPRING

A Cocktail of Fancy and Fact, Compounded by PETER ENGLAND.

WELL, the pit-pit is flowering once again and my boat is ready and the boys have already gone down the hill with tucker box and blankets and mosquito net and shot-gun and typewriter and a few books and half a case of whisky. . . .

Pit-pit is the tall coarse cane-grass that grows along the banks of the Sepik River and all its tributaries. Lines them on both banks from end to end; ten thousand, twenty thousand miles—how would I know?

It grows like sugar-cane, ten or a dozen strong stalks in each clump, branching into hands of long broad sabre-like leaves.

And then, and then, when it flowers! From each clump one tall standard shoots up far above the coarse leaves to flaunt a feathery plume of purest silver. How can I describe it?

Finest-fine; maiden-pure; silky-soft; proud in its height, sensitive; delicate; splendid—magic! That's it, magic!

Whether, as some say, each stalk is inhabited by the spirit of a **tumbuna** ancestor; or, as others have it, the great God **Talio** has touched it with **masalai** fingers as he says good-bye for another six months, I do not know.

Dedicated Virgins

Now the motor is turning over and we pull out into the stream; as we gather speed a cool breeze adds to the pleasures of being on a boat and leaving behind, for a few days, all the duties and cares and senseless repetitions of civilised society.

I settle comfortably in a well-worn canvas chair, put my feet up on an oil drum, and draw out at random a book from the case at my side:

LETTERS
writ by a
Turkifh Spy
Who Liv'd Five and Forty YEARS
Undiscover'd at
PARIS

My leather-bound edition was printed in 1753, probably the same one of which Johnson gave his opinion that it was "not genuine".

He could have had no doubts of its ingenuity. When Boswell proposed a visit to the South Seas, Johnson squashed him with "What can we learn from savages?" But it's a pity he never saw the pit-pit.

Now we are turning into the Keram and after a stretch of kunai and a couple of straggling patches of timber, the pit-pit avenue spreads ahead again, a guard of honour emblazed by the bannerets of ten thousand valiant knights; or an endless, double procession of blonde, dedicated virgins.

Presently we enter another patch of timber and one of the boys shouts: "Master! Pigeon, pigeon!"

The engine slows down and we turn in towards the bank and after much pointing and hoarse whispering I finally spot the two **goura** pigeons walking majestically and scornfully along the water's edge. I catch them just as they're taking off—bang! bang!—we pull into the bank, Wasau leaps ashore and disappears into the bush and in a few minutes re-appears with a blue fanlike crest stuck behind his ear and a prime goura tucked under his arm: **Wanfela i ranawe finis!**

And so, on up past Simundo, Kambot, where Father Wand in a white cassock waves from the bank, to Bobten, for the night.

The river, which in the wet season floods right over the banks—you can tie your canoe up to the doorstep—is just starting to recede and the dry season's work is commencing.

A dozen new canoes are being carved out of great solid logs, houses are being repaired or rebuilt, rafts of posts and limbon palm lie along the banks.

Women are preparing sago in rough troughs at the water's edge, children playing everywhere.

New Guinea Springtime

The sun dips down in the west, taking with it the storm clouds which have been rumbling all afternoon and, like a conjuring trick, a full moon appears in the opposite edge of the sky—a Chinese lantern poked up on the end of a giant stick.

The night is alive with the shrill chatter of women, the cries of children, the deep voices of the men, and somebody beating out a rhythm on a **kundoo** drum.

It is the Spring of New Guinea: after the long wet Monsoon, the pit-pit has flowered and life has begun again.

Presently the noises die down, and the night creatures take over, the mopoke owl and the other night birds and the frog chorus and—pleasantly from the safety of my large net—the steady hum of mosquitoes.

I put down my book, finish my night-cap, throw away my cigarette, and put out the hurricane lamp. As I stretch luxuriously on the canvas cot I think **this is the life!**

Do You Remember?

"Britain in all her colonising cannot equal what Australia has done in her first colonising effort," said a West Australian MP, A. E. Green, when he returned to Australia after a visit to New Guinea, in August, 1938. Said *PIM:* Anyone but a jaunting politician would know that Australia, officially, could take little credit for colonisation in New Guinea—progress since the German days was all from the private-enterprise development of Morobe goldfields.

Here are some other extracts from the PIM, August issue, of 20 years ago:

Birth of the air age: Royal Dutch Airlines and associated companies, announced that London was "only eight days away from Sydney" via Brisbane, Dutch East Indies, India, Egypt, and the Continent. The through fare was £160 (plus exchange) which "includes all hotel accommodation, meals and tips en route, and proves itself, in actual figures, an inexpensive mode of travel, clipping weeks off the journey to England". (In the intervening years, the air-fare, Sydney-London, along the same route has risen by a little under three times; and the elapsed time of the journey cut to a little over one-third. Which is fair enough).

* * *

An ingot of gold, valued at £2,000, had been stolen from a safe in the Wau, NG, office of New Guinea Goldfields, Ltd. As this represented anything up to 500 oz of gold, at the prevailing price for Morobe gold, it was believed that no one could get the ingot out of the Territory—all in one piece, anyway. All travellers leaving were being examined by the police.

* * *

Writing from the Dutch East Indies, that peripatetic US pre-war journalist, Marc T. Green, had a lot to say. One thing was that he thought Willard Price's "stuff is absolute rot"; another that we "need not concern ourselves with Japan", which would be so weakened by her China adventure that she would not be "any menace to anyone for a long time to come, of ever again". In the light of subsequent history, it seems that it might have been Marc T. who was writing absolute rot. (Oddly, after Pearl Harbour PIM never heard from him again.)

* * *

Pan American's giant flying-boat, "Hawaii Clipper", disappeared on a routine flight between Manila and Guam. Six passengers and nine crew disappeared with her. This was another set-back to the projected trans-Pacific service to NZ. The first had been the destruction, by explosion, of "Samoa Clipper", in the South Pacific, in the previous January.

* * *

Hot arguments against the creation of a new New Guinea capital at Salamaua—as decided under the Hughes-McNicoll plan—were in full spate. Cost of establishing the capital there was estimated at £900,000—including £250,000 for reclaiming the swamp. "Do you see them spending that kind on money on New Guinea," demanded one irate Territorian.

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The Whole Pacific Was Involved

How Abbe Rougier Got His Coconut Empire

Written from Notes given to R. W. Robson about 25 years ago by the late Mr. Walter H. Gors, well known as a South Seas merchant.

• In 1857, an American whaler dumped a Scot named Grieg on an equatorial atoll, and thus got rid of one who had fought his shipmates, defied the officers and annoyed the skipper beyond endurance.

• In 1864, a lively, squalling infant was christened Petrico Emmanuel Rougier, in Auvergne, France, and dedicated to the Church.

• About 1880, a young Frenchman of good family, named Cecil, was found guilty of offences concerned with ownership of property, and sentenced to long imprisonment in the penal colony of New Caledonia.

Those events seem widely disconnected; but Fate wove them together in a way that supplied us with one of the remarkable romances of the South Pacific Islands.

THE Ayrshire Scot, William Grieg, was big and bellicose—and sick of the discomforts of a whaling ship. The promise of various recreations, while the ship was re-provisioning in Hawaii, did not quieten his spirit. So he was put ashore on a handy atoll, right under the equator, with some food, some simple tools and a few fowls.

Grieg was alone there for some time, and sustained life well enough. It was a lovely atoll, nine miles long and, almost circular, it enclosed a magnificent lagoon. The islets were covered with coconuts and pandanus.

He did not know it at the time, but it was the fertile island of Fanning, named in 1798, by Captain Edmund Fanning, in the ship *Betsy*. Grieg found signs that it once had native inhabitants, and that ships called there sometimes. We know now that English Harbour, Fanning Island, was a favourite resort for sailors seeking refreshment and carousal.

Evidently, sailors thereabouts were at a discount. A few weeks after Grieg arrived, another ship lay off Fanning long enough to launch a boat—then sailed away. Within the boat was one man, and some meagre supplies. He joined Grieg. His name was King.

Grieg and King later had opportunities to get away from Fanning, by casual ships, but decided to settle there. They sailed their boat across to the well-populated Ellice group, and returned with a party of Polynesians—including bright young wives for both Grieg and King.

Sons and Coconuts

In the ensuing 30 years, they thoroughly colonised Fanning. Grieg had several sons; King, only one.

They planted a lot of coconuts and produced a variety of foodstuffs, and sold coconut oil, fish, pearl-shell and food to the ships which came occasionally into English Harbour. They got certain trading firms interested in the guano deposits. Then, both passed on.

Grieg's eldest son, George, took charge. He was energetic and capable, devoted himself to copra production and its sale in San Francisco, bought a small ship for the 'Frisco-Fanning traffic, brought prosperity to the little Fanning community.

Young King was a moody, melancholy fellow. Nominally, he owned half the island. Actually, everything was handled by George, who became known as "King Grieg"—a play upon the facts that it was a King-Grieg partnership, but George was the boss.

King finally left on a trading ship. He got a job in a Honolulu timberyard, found a wife and happiness; and flatly refused a return to Fanning.

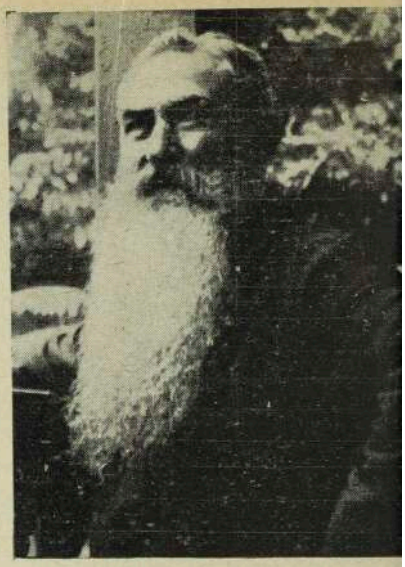
Enter a Lawyer

George carried on. He planted up Washington Island, only 75 miles away, with coconuts, and took possession.

Then costs got out of control. George wrote to King that, as King had enjoyed past profits, he now could share in the losses. King's reply was ferocious, and unprintable.

There now entered this page of history a Mr. Humphrey Berkeley, a lawyer, of Suva, famous for his cleverness, good fellowship and social charm. He was born in 1860 in the West Indies, educated in England, admitted a barrister of the Inner Temple in 1883; and began the practice of the law in Fiji in 1892.

He became famous through his fight againse the British Colonial Office on behalf of the Fiji chiefs who objected to punitive land taxation; and he went to London and won their case—although he was embarrassed by the fact that his elder brother, Sir Henry Berkeley was at that time (soon after the turn of the century) Chief Justice in Fiij.



Father Rougier, as an old man.

Berkeley was a shrewd practitioner and made much money out of private trading. But because he also was a free spender, and loved life's good things, he was often short of money.

Somehow, Berkeley heard of the split between the acknowledged owners of valuable Fanning Island. He communicated with King, in Honolulu, and urged him to hold on to his half-share of Fanning and Washington.

King replied sourly that he wished no further association with either Fanning Island, or the Grieg family.

Berkeley offered King £5,000 for his share of Fanning (and Washington)—£500 down and the balance spread over several years. King accepted.

Berkeley put it all into legal shape through the British Commission for the Western Pacific (Britain has annexed Fanning in 1888); and thenceforward Berkeley and the Griegs carried on the Fanning and Washington plantation in partnership.

Enter the Old Firm

But inevitably, the time came when Berkeley's h.c.l. had him really in trouble, and he borrowed £5,000 on his half-share in Fanning. Presently, his re-payments failed, and the lenders put the pressure on.

Walter Gors was Burns Philp manager in Suva. To him went the distressed Berkeley.

Burns Philp loaned Berkeley £5,000, on condition that BP became managing-agents for Fanning and Washington, bought the produce, and supplied all stores.

The Griegs agreed, and the new arrangement was established.

But there was more trouble. Berkeley's need for money was insatiable. He fought with BP over the disposal of the receipts from copra.

A little barque, the *Volador*, was loading copra at Fanning. Berkeley sent instructions to the captain to take no more orders from BP. The puzzled skipper brought his ship to Levuka. There she was promptly seized for debt.

BP paid off the debts, and got possession of the ship.

Then BP took action against Berkeley in the High Commission Court, for repayment of the £5,000 loaned. They got a verdict for the full amount, plus £2,000, assessed by the court as damages and costs.

Berkeley now was in a critical situation. Help came unexpectedly, like manna from heaven.

Two Frenchmen Join the Cast

Pere Emmanuel Rougier, born in France in 1868, was now about 40 years old. We have told in *PIM* before of how this lively personality became a Marist missionary priest; established his station at Nailililli, on the Rewa River, in Fiji, about 1892; and took great joy in snatching converts from the nearby station of the serious-minded Methodists.

He was an energetic missionary, and a notable builder of churches, but he was a great trouble to his Bishop, who did not quite subscribe to the Rougier brand of humour and enterprise.

Late in 1904, a whaleboat drifted into the Fiji Islands, between Vanua Levu and Viti Levu, and the Fijians who received it found in it a more-dead-than-alive Frenchman.

He was an aristocrat, named Cecil, who had been sent out from France about 20 years before, to be punished in New Caledonia for some minor crime.

Somehow, he got away from the penal settlement—he had been freed from prison, but was forbidden to leave the Colony—and crossed hundreds of miles of sea to Fiji.

He was taken to Levuka, given medical treatment and care, and handed over to his fellow-countryman, Father Rougier.

The two got on well together. The Frenchman helped the missionary in many ways. A Fijian girl became friendly with the ex-convict. Father Rougier, again defying his Bishop, married them.

Father Rougier had inquiries made in France on behalf of M. Cecil. It was discovered in 1906 that he had fallen heir to a small fortune.

The Frenchman could not have cared less. Broken in health and spirit by 20 years in New Caledonia, he wanted only to live there in Fiji, in peace and quiet, with his native wife. He asked the missionary to take charge of the money, and use it how he liked—but to see that he and his Fijian wife were provided for.

All this involved considerable legal work. It was carried out by aforesaid Humphrey Berkeley. All that Rougier did was orderly and legal.

These considerable funds had been finally settled in the hands of Father Rougier just about the time that BP got the verdict against Berkeley.

Father Rougier loaned Berkeley £7,000; Berkeley paid over the £7,000 to BP, and snapped his fingers under the nose of the very indignant Mr. Gors; and the Fanning-Washington plantations were again carried on under the erratic financial management of Mr. Berkeley.

Bargain Sale Price

Within a year, brawls developed between Berkeley and Father Rougier, who wanted his loan properly protected, and between Berkeley and the Griegs, who were most unhappy about Berkeley's financial management.

The Griegs wanted funds for the further development of their now valuable estate. They could get nothing out of Berkeley—not even enough for sustenance. Who was their partner, anyway—Berkeley or Rougier?

It was evident that Berkeley was trying to get full control of the two islands.

Finally, in 1909, there came the show-down. George and William Grieg went to Levuka and to Suva and interviewed Berkeley. They achieved nothing.

Then they appealed to the High Commissioner for the Western Pacific, Sir Everard im Thurn; and the latter finally ordered that the complicated dispute about ownership—worked up by the clever lawyer, Berkeley—should be resolved by the sale of the two islands, at auction.

Berkeley was pleased. With Father Rougier's help, he could carry out his plan, he thought.

That sale caused a stir. Most people knew the value—actual and potential—of those two atolls. Mr. Gors put it at over £100,000, and in those pre-war days, that was big money.

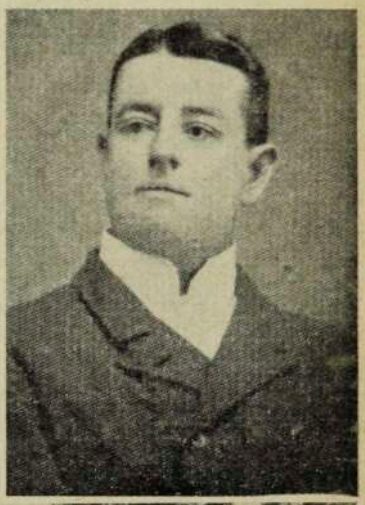
Mr. Gors urged Burns Philp to bid; but the copra market just then had a hole in its bottom, and Fanning seemed unattractive.

Gors and a small group of friends started the bidding at £5,000 and carried it along under competition to £10,000.

Berkeley and Father Rouger were there, interested spectators.

At £10,000, the Gors group dropped out. A rival group bid £10,250—and it seemed the last bid. Then Father

(Continued on page 99)



At right: Mr. H. Berkeley.

Below: The home of one of the Grieg family, on Fanning Island, photographed about 50 years ago.



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Samoan woman weaving a pandanus mat.—Photo: G. B. Bowman.

Samoa for Nino

HE LIKES IT THERE!

TWO years ago, when I left Sydney, it was raining, and had been raining for weeks. Mould and mildew and musty smells were an integral part of suburban life.

Today, as I write, it is raining, and has been raining for weeks, and mould and mildew and musty smells are an integral part of life at Moto'otua, under cloud-crowned Mount Vaea, on top of which Robert Louis Stevenson "lies where he longed to be", with a block of concrete to keep him down.

Beads of moisture gleam in the fly wire, paper and typewriter are damp, perspiration runs down my shirtless chest and dampens the waist of my lavalava, and small red ants investigate my toes.

But I wouldn't be anywhere else. Even at the end of the wet season, in March the month of storms, Samoa is beautiful.

James A. Michener says of part of it, the road from Faleolo airport to Apia, that no more beautiful drive can be found anywhere in the South Pacific. This statement could be applied to any road on Upolu, the most beautiful of the four beautiful islands that are Western Samoa.

Roads and villages around the coast, mountains and waterfalls inland, and white water foaming on the reefs around them all.

Trade Winds, Four Poster Beds

A lovely, generous, lazy land, where food grows on trees, nothing matters, nothing is ever urgent, and the Trade Winds come in April. A land where the old Polynesian way of life has scarcely changed in centuries. Outside commercial Apia, a few refrigerators, a few radios, an occasional ancient four-poster bed remind us of other lands and other ways.

Lavalavas made of imported cloth are welcome additions to the ancient way, as is imported *pisupo*—any kind of meat in tins. An addition to the ancient games is *kilikiti*, but the gentlemen of the MCC would not recognise it.

British and Americans and Germans have come and gone, New Zealanders are going after 1960, and the language and the customs have survived them all. English is taught in all schools, and many Samoans speak it, but none to each other.

Dad, Mum, the Kids—Plus

The United Nations Trusteeship Council expects New Zealand to deliver an independent democratic Samoa by November, 1960. It is a thankless task, and I think a hopeless one. The basic principles of democracy are universal suffrage and the right of private property. Samoans flatly refuse to accept either principle. The basic unit of their society is the family.

Not "mum an' dad an' the kids" as we know such a unit, but blood relations, adopteds, and volunteers serving an autocratic family head, who is elected. Being elected, he can also be deposed, but this is rare, as his potential leadership is well known before his election.

What the Matai Say, Goes

These family heads are known as *matai*. They administer the communal land and its products on behalf of the family. Their duty is to serve the family; the duty of the family is to obey them. Under the old system, the matai elected the village chiefs, the village chiefs elected the *faipule*—heads of traditional political districts—and the faipule governed the country.

The first major step towards democratic government, as we know it, was taken last November, when a Legislative Assembly was elected, consisting of 41 Samoans, five Europeans and two appointed official members (the Attorney-General and the Financial Secretary).

"Universal suffrage" elected the five Europeans, but the matai alone elected the Samoan representatives.

Foreign goods are earned by the export of cocoa, copra and bananas. There is a strong objection to tourism, and to foreign capital. Basically, the *matai* rule the country, but since they are elected, the system could be called "voluntary feudalism".

The literary surprise of the year was to find that "Nino Culotta", author of the Australian best-seller, "They're a Weird Mob", was really an Australian with the un-Italian name of John O'Grady, who was doing a term as pharmacist at the Apia Hospital, Western Samoa. He is now writing a book about Samoans, and if this article on his reactions to the Territory is a fair sample, the result is again going to be orright mate.

It is published here by courtesy of the Australian quarterly "Quadrant", in whose Winter issue it recently appeared.

Samoans are Christians. There are no exceptions. Every Samoan belongs to one of the established Churches. The London Missionary Society has the largest membership, closely followed by the Catholics, with Methodists, Mormons and Seventh Day Adventists bringing up the rear. There is a small band of Anglicans, mainly Europeans.

Everything stops on Sunday. Sunday is a day for dressing in white, going to Church, gossiping, visiting and sleeping.

They are a fun-loving people, and although Sunday is a day of no work, it is not a day of no laughter. Laughter is the sound most often heard in the land. It is heard loudest when somebody falls flat on his face in the mud.

Young men are broad-shouldered and powerfully muscled, but the corpulence and slow-moving dignity of middle age command great respect.

From middle-aged men is expected dignity, courtesy, knowledge of ceremonial customs and forms of social politeness, firmness of authority and decision.

The elderly provide wisdom and advice, and receive high honour. The young work, and are expected to "walk lightly and speak softly". Rudeness, brusqueness and lack of consideration for others are practically unknown. Samoan social civilisation is highly evolved, and makes at least one Sydneysider humbly conscious of his past deficiencies in tendering full and due courtesy to his fellows.

Of course, with no trains to catch, or timetables to keep, there is never need for haste, and haste is the breeder of most of our discourtesies.

How to Manage Children

Population? A census in September, 1956, showed just under 100,000, of whom 45 per cent. were under 15 years of age. As well as being a land of laughter, it's a land of children. The birthrate is around the four per cent. mark. And the behaviour of the children is something we can really envy.

Children must not annoy adults, and each is guarded by one a little older. Should the younger annoy, the older gets beaten. The result of this is that the younger, to quieten him, is given everything he wants. But before he can acquire delusions of grandeur, he in turn has a young one to keep quiet.

There is no stigma attached to illegitimacy—all children are welcome. They swell the family ranks, and increase the importance of the *matai*. They live wherever they wish, within the family—not necessarily with their mothers.

The mothers are probably God's most graceful creations. They wear what is called *pea*—an ankle length skirt and a hip length, short sleeved upper garment. None wears shoes. To see a Samoan woman walking is to see mobile poetry.

To see one sitting cross-legged, arranging flowers, her hair in a bun on the back of her neck, her face composed, her graceful hands flowing slowly with no wasted movement, is to see a living Gauguin canvas. Even the younger ones have the natural grace inseparable from slow movement.

Shirt-an-hour Housegirl

My housegirl, with a red hibiscus flower above her ear, is ironing. She sits down to do this. She is completing a shirt per hour, and singing softly to herself. She is decorative and flirtatious. It is rumoured that she has many "husbands".

She rules my household very firmly, with much tongue-clicking over cigarette ash on the floor; or mountain-climbing boots left uncleaned; or the frightful expense of our egg-eating habits.

Samoans do not eat eggs. There is only one mouthful in an egg, whereas if left under the hen it will become a chicken, and in a few month a chicken is many monthfuls.

The chicken birthrate is probably higher than the human. Hens become broody after laying anything from six to a dozen eggs. They range freely, and forage for their own food, returning to their birthplace to sleep. Since they also fly like starlings, the catching and killing is generally done at night.

Cooked in banana leaves over hot stones. they are certainly delicious, but I still like eggs for breakfast, and no beautiful bare-footed beflowered provocative tongue-clicking female is going to stop me from eating them as I please.

The islands are self-supporting, and there is no public debt. The small European community likes potatoes and frozen mutton, but the Samoan is content to eat local food, supplemented by occasional *pisupo*. Beef is slaughtered twice weekly. There are about 12,000 head of cattle grazing amongst the coconut trees. Hospitality is both a pleasure and an obligation, and a journey around outlying villages is a gastronomical ordeal.

A food mat for one Aussie visitor will contain taro, *ta'amu* and *ufi* (root vegetables), a whole roast chicken, a large fish baked in a wrapping of coconut leaves, small fish, crabs, breadfruit, a couple of *palusami* (coconut cream and young taro shoots mixed with seawater and cooked in a breadfruit leaf), and a wild pigeon.

There will be young coconuts for drinking, and a young girl sitting opposite to fan away flies. There are plenty of young girls, and not many flies. A guest's uneaten food is presented to him, to sustain his poor, famished body over the next few miles.

It's a Terrible Life

Next week I go to Savai'i, the largest island of the group. I have only recently recovered from the hospitality of a week spent over there six months ago. It is a tougher island, more recently volcanic, with large lava fields and few rivers.

It also has fewer people—27,000. They are extremely fond of eating, and entertaining visitors. And they like to provide girls to massage the legs of the weary walker. It's a terrible life.

I miss the pleasures of the 8.10 and the 5.15, and hanging on by my eyebrows in the middle of the jostling, swaying, irritable mob, and fighting for a beer, and wondering if there's enough food in the house for the guest I'm bringing home.

But you can't have everything, can you?

To One Gone Islandwards

When you return—Oh, tell me of the many ways you went.
About Samoan moonlight: and of how the palm trees bent
Out to the sea from gay Moorea's shore, as if they sought
Its fierce caress. Show me the lovely, useless things you bought
At island ports, with strange, melodic names; and tell me, too,
If, round about, our island seas are still deep sapphire blue . . .
Tell me of beaches, golden in the sun. And how the hills
Etch black against the sky, and how the frangipani spills
Its cream and golden loveliness, and perfume, on the air;
And of the stark, white beauty of coral, bleached and bare . . .

* * *

Eager I'll be to hear of all I love, and used to know,
But just at first, for just a little while, let these things go,
And turn to me and kiss my mouth, and say, "I've missed you so!"

—MARJORIE COURT McLAUGHLIN.

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THE MONTH'S NEW READING

The July-August offerings were on the serious side. So much so that your reviewer took an evening off and re-read favourite portions of *They're a Weird Mob*, in order to find something to laugh about.

They Took it With Ice

FOR obvious reasons, few adventures take place in the Temperate zones. Adventurers must either be stewed in the tropics; or in constant, imminent danger of freezing to death at the Poles.

Arm-chair adventurers who like to hear the ice crackle, are going to be keen about a bargain omnibus volume containing *Mirage in the Arctic*, and *Two Against the Ice*. Both were written by Ejnar Mikkelsen, a Dane who specialised in Arctic exploration before the First World War.

Since then, of course, mod. cons., creeping up on polar exploration—planes, snow-tractors, weasels and whatnot—have removed much of the risk and with it most of the excitement. In Mikkelsen's day, the risks were real enough and the adventure exciting in proportion.

In the early years of this century there was a theory that a large island existed between the north coast of Alaska and the Arctic Circle. It even has a name—Keenan Land—although no one had actually landed on it.

Just why young Mikkelsen should have conceived the idea that he was the man appointed by fate to establish the existence of this place, is not clear, but being unable to raise the necessary money for the expedition in Denmark, he went to London where he got the blessing of the Royal Geographical Society.

Raising money was not easy there, either, but through influence he was sent to visit Mary, Duchess of Bedford, who was by way of being an explorer in her own right.

She was also what an Australian might call a "good sport". There was a huge house-party in progress when Mikkelsen arrived and for obvious reasons he felt like a fish out of water. He was dressed wrongly, and the flocks of superior servants terrified him. He knew that he should have to give them something when the visit ended, and his funds were very low.

But the Duchess had this in hand, also. She called him aside and told him what each of the servants should be given—a frightening sum and far more than he had with him. "Here you are, young man," she said, and put the right money in his hand.

On his second vist to Woburn Abbey, she sent him a top-hat beforehand—apologising for the narrow-mindedness of the English but explaining that such headgear was necessary if he were to appear well before the servants.

He had audience with Queen Alexandra, herself Danish, and she promised to become patroness of his expedition. Then he incautiously revealed to the Press that at the end of his journey he proposed to progressively kill off his dogs to feed the other dogs.

The Queen's patronage was abruptly withdrawn. She was also patroness of the RSPCA and knew very well how Englishmen felt about dogs. It was the Queen who had suggested the Duchess of Bedford as a substitute patroness.

In spite of Mikkelsen's efforts, all the money required was not available in England and he decided to go to America.

On the evening previous to his departure he dined with the Royal Geographical Society. In front of each guest was a brass bowl and a tiny glass, which the waiter filled with a mouthful of champagne.

"Mikkelsen," called the President. The guests rose, drained their tiny glasses and then broke them on the brass bowls. It was a custom dating from 1785, reserved for a toast to a man setting out on an expedition which had the blessing of the Royal Geographical Society. The Society also gave him a cheque for £200.

Mikkelsen was reminded of the occasion later, in New York, when he received a much bigger cheque from the American Geographical Society. That one arrived with a



The Spirit in the Spring

NZ doesn't have the patent rights for all the hot thermal springs in the South Pacific. Vanua Levu, second biggest island in the Fiji group, has several. Those at Savusavu bubble out of the ground, in full view of hotel visitors, sending up big clouds of steam that can be mistaken for smoke. But at Labasa, on the drier, cane-growing side of the island, you have to go out looking for the springs—and you could easily be forgiven for missing them.

They are beside the road a few miles out of town, beneath this concrete terrace which was built over them just after the war, by an Indian farmer who lives nearby. By looking down the chimney—in a gingerly fashion if you want to avoid a blast of steam—you can see the spring bubbling out into a small underground cave, and from there the boiling stream passes beneath your feet into the fields seen in the background.

For some years the farmer would come out to greet occasional visitors, but he's getting old now, and his wife (shown here) will, these days, most likely be the one to stand by and smile as the visitor peers into the steaming depths. She cannot speak English.

Her husband's bit of construction work is not for the benefit of tourists—it has been built as a personal shrine to some goddess or other, and the old Indian couple offer up regular and private devotions there.

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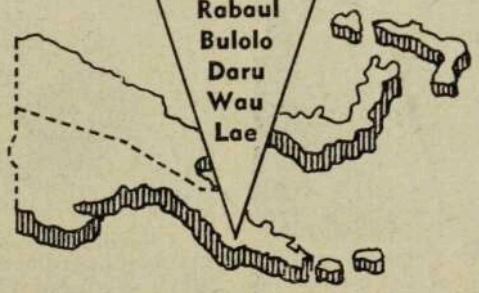
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formal letter—and a receipt form was attached!

Writes Mikkelsen: "The language was the same, more or less; the people the same, more or less; but the difference in the way things were done, seemingly so small as it was, cried to high heaven of a new people, great and rich, yet lacking something of that which sheds sunshine and warmth over the greater poverty of life in the old world".

Mikkelsen and his first lieutenant and friend, Ernest de Koven Leffingwell, finally bought a Canadian schooner, which they called *Duchess of Bedford*, and got away North in 1906. The Alaska gold rush was at its peak, and not a little of their subsequent adventures concerned miners and the gold fever that was abroad in those days.

Everything went wrong with the expedition. The vessel leaked and finally got stuck in the ice; the dogs got rabies; and Mikkelsen was forced to do a 2,500-mile sledge journey back through Alaska.

This is adventure reading at its best: a story of individual enterprise and endurance plus fascinating glimpses of life in a tantalising part of the world, at a time when men took what they wanted of the wealth and condemned the rest to perdition.

The second story, *Two Against the Ice*, describes Mikkelsen's search, with another companion, for three members of the Danish expedition which perished on the east coast of Greenland in 1908.

(MIRAGE IN THE ARCTIC and TWO AGAINST THE ICE, published by Rupert Hart Davies. Australian price, 7/6.)

More Mixed-up Americans

IT has become accepted as a self-evident truth that the majority of Americans are "mixed-up"—about the darnedest things.

This particular lot, in *When the Bough Breaks* (by Otis Carney, a new-comer to book-length fiction) is complexed about security.

When the novel appeared in its American edition last year, it became a best seller, and as Americans like to psycho-analyse themselves, it is presumably close to a good picture of life in Country Club, middle-class society.

It certainly sounds like hell, as Mr. Carney describes life in Crystal Rock, an exclusive estate suburb built in a horse-shoe around the Country Club and golf course.

A few years after marriage, in Crystal Rock, the interests of husband and wife start to diverge. Apart from producing the necessary number of children, she becomes swamped in community work, the ladies golf team, bridge parties and keeping the family's social end up. He concentrates on wearing the right kind of collegiate clothes, playing golf with the right guys, and patterning himself on the already successful in Big Business.

For, in America, to succeed in business is everything. It you cannot sell as many mechanical ice-boxes, or chromium-plated limousines as everyone else, life is fruitless. You are a no-hoper, a parasite, you're not pulling your weight in the community.

Essentially this is the story of Bud and Debbie and the American brand security that threatens to undo them. But there is Alec, who provides the alternative to success, the brilliant *dilettante* who becomes the classical example of the no-hoper; and the eccentric, Bud's father, Lee Floyd, with the character two sizes bigger than normal, who had managed to succeed in business in spite of being a top grade non-conforming individualist. It was living in Lee's shadow that gave Bud *his* complex.

Otis Carney, evidently no respector of the American social pattern or its great god, Security, uses his novel excellently as a vehicle for pointed satire and cynical wit. And it is best read with that in mind. As a story of the gropings of youth to find a place for itself in the established social order, it is likely merely to lead to considerable disrespect for the great American way of life.

(WHEN THE BOUGH BREAKS. Published by Hodder and Stoughton. Australian price, 20/6.)

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Antics and Ethics

AFTER a bakers dozen of novels, and twice that number of years in the writing business, A. J. Cronin still remains more in sorrow than in anger with life.

In *The Northern Light*, he comes to grips with one of the phenomena of our time—the rapaciousness of the sensational Press. The situation he presents—the small provincial family newspaper in danger of being swallowed whole by the purveyors of sex, gore and sensation—is common enough.

What does not ring particularly true is Cronin's evident determination that virtue will triumph. In this kind of all-in wrestling match it very seldom does.

But the reader need not run away with the notion that this tome has a happy ending. There is not so much as a giggle in the whole length of it, but if you like to be depressed occasionally by life in our times, this is as good a way as any to do it.

Henry Page inherited *The Northern Light* from his father, who was a tough gentleman, but a good man for all that. Henry was of softer fibre—with ideals, a sense of family tradition, a belief in people. In any circumstances he would have had a bad time running a newspaper. But when it became known that Henry's provincial town in the north of England was to become a site of a nuclear reactor, the owner of a string of metropolitan journals with a circulation of millions, set his minions to run Henry's newspaper into the earth and take over in its place.

What follows is somewhat harrowing. But that is the way Cronin sees it—as through a glass, darkly.

(THE NORTHERN LIGHT. Published in Australia by Angus and Robertson, Ltd. Australian price, 18/9.)

For Boys, Only

LITTLE girls must be supposed, by book writers, to stay at home and watch TV. It is a fact that most of the juvenile books that come our way are designed for little (or middling-sized) boys. So is *Leathers Again*—an adventure story for boys, written by Edward M. Chrystie and set in Southern Rhodesia.

The hero, with the remarkable name of Leathers Auckland, is a secret agent for the Foreign Office. He and his chief, Colonel Randall, are in Rhodesia to investigate the illegal sale of guns to the natives. The arch-enemy is a master-mind with the not very unusual South African name of Van der Horst.

Edward M. Chrystie once served in the Intelligence Corps, and is now a journalist in South Africa. He should, therefore, have all the gen.

(LEATHERS AGAIN. Published by Hodder and Stoughton. Australian price, 10/9.)

Who Would Be A Voortrekker

FEW people make such a fetish of being cross-grained, ungracious and sour as the Afrikaans section of South Africans. Even Australians—and most Australians can make a pretty fair show of being bad-mannered, themselves, when put to it—don't have to do much more than ride in a Durban tram to discover that.

Maybe within themselves, the Afrikaaners are happy with their ancestor worship of the Voortrekkers, but it is no hilarious type of happiness and it doesn't show.

The casual visitor is bewildered by South Africa at first, until he sorts out the fact that, while he will be welcomed by the "English" part of the populace, he will likely be regarded with deep suspicion by fully 60 per cent. of the people with whom he comes in contact—people who speak English with what he at first might think is a German accent.

The intending visitor to South Africa might do well, then, to read Stuart Cloete's *The Mask*, which continues the story of the van der Berg family that he began in earlier novels, *Turning Wheels* and *Watch for the Dawn*. It may not make you love the Afrikaaners you meet any more; but it will help you to understand that they were an odd lot, even away back.

The Mask is a grim story, brutal in its starkness at times, based on history and its author's deep knowledge of his subject.

The man who wore the mask was Schalk Fourie, who had his face



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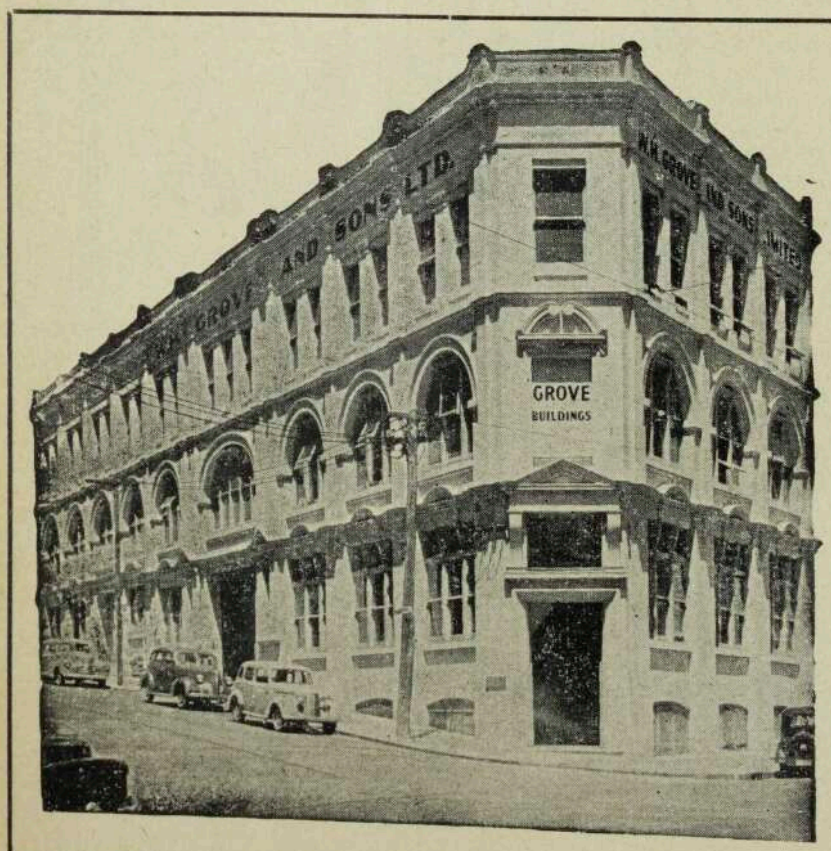
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bitten off by a hyena while asleep beside his camp fire. When he had struggled back to the homestead (somewhere close to the Great Fish River) his wife Jacoba dealt with the situation in her own way.

She decided he would be better dead (and, in this event, she would have the sole control of the farms). She ties him down, gets a feather mattress, places it over his head and orders their son's fat wife to sit on it.

The fat wife apparently does not sit as well as she might. When they leave him for dead, Schalk's bushman servant rescues him and eventually he recovers. He covers his hideous lack of face with a leather mask, and with his youngest daughter, who has remained faithful to him, and his youngest son, who does not see eye to eye with Mama, either, they leave for the frontier.

The frontier was then 1,000 miles to the north, and most of the action of the story takes place in the area between the Limpopo River and the Zoutpansberg Mountains. Tourists may see something of this country if they enter Kruger National Park by its Northern Gate.

All this was over 100 years ago—and about 15 years before gold was found on the Rand, which history has shown was a further bone of contention between the Boers and the English.

It is not suggested that the Afrikaaners of today smother their unwanted spouses in feather beds, even if they sometime look as though they would like to do so with their visitors. And perhaps there is sufficient in their history to give them excuse for dourness, suspicion, and all the complexes in Mr. Freud's book.

(THE MASK. Published by Wm. Collins, Ltd. Australian price, 18/9.)

Teaching Islanders How and Why

THE belief that the Pacific Islander knows all there is to know about his environment and can bend it to his will, is a fallacy that has been exploded many times. That he can learn more from Nature is the belief of the Islands Education section of the New Zealand Department of Education, which has recentry produced a handsome handbook called *Nature Study*.

Primarily, this book is designed to assist Islands teachers—many of them islanders who are not always conversant with English idiom themselves. The text, therefore, has been kept to very simple English but the subject matter ranges wide over every plant, animal, fish or insect, natural or introduced, that is likely to be encountered by an Islands child.

New Zealand is naturally interested in the education field, in Cook Islands, Samoa, Niue and Fiji, and the local names in these languages are usually given at the beginning of each item, but there seems little reason why this excellent book should not have a wider audience and benefit Papua-New Guinea and those Solomons schools where English is the medium of instruction.

Nature study is a pre-requisite for the study of agriculture, and on agriculture must the great majority of Islands people continue to depend for their livelihood.

Methods of creating interest in the subject and other aids to teaching methods, plus reading lists for further study and research are an important part of this book, which is illustrated with hundreds of line drawings, diagrams and photographs.

Although designed for Islanders, it contains much that is interesting to European islands dwellers. But it is apparently not to be released for general distribution.

(NATURE STUDY. Our copy direct from the Islands Education Officer, of the NZ Department of Education.)

Texan's Family Goes to Sea

THERE is little in taking three infants under four years on a 9,000-mile voyage across the bouncing Pacific, in a 36-ft yacht, according to Texan John Caldwell—although some men who have recklessly taken mum and the kids for a caravan holiday during the two weeks "annual", might think that he exaggerates.

Not everyone has a caravanning temperament; and fewer still, what it takes to live on a small boat. Those who crave family nautical experiments would do well, therefore, to be warned before they read Caldwell's *Family At Sea*—in case it gets them in.

As a literary achievement, *Family At Sea* is like the curate's egg—good in spots.

Probably its patchiness is due to a too conscious desire to produce *good writing*, when, as an account of family life on a small vessel, it would stand on it own merits. In this department it is quite adequate—although, as we have already hinted, probably a trap for suburban dads who wonder: "Why can't *we* do that?"

To these we say, "THINK!" One reason for so-doing is that they are not married to Mary Caldwell, who can sit for hours with a sick-bucket between her knees but still manage the tiller.

That the Caldwells collectively have the necessary small-boat temperament is proved by the fact that they are currently on the eve of setting off from Sydney on another world-girdling yacht adventure. (Something about them and their new ship appeared in the July *PIM*, p. 41).

This is John Caldwell's second book. The first (*Desperate Voyage*) covered his lone-hand effort in *Pagan* from Panama to the Lau Islands of Fiji, where *Pagan* was wrecked in 1946. After that episode he returned to America with his Australian wife, Mary. In mid-1952, they left in *Tropic Seas* for Australia via French Oceania, Samoa, Fiji and New Caledonia. They got to Sydney late in 1953, having paused awhile in Papeete while Mary produced Roger, and after having survived storms and domestic near-tragedies innumerable, and the freak seismic wave at Suva on September 14, 1953. *Family At Sea* is a story of that voyage.

(FAMILY AT SEA. English edition published by Robert Hale, Ltd. Australian price, 22/6.)

Polynesia in 1792

In 1792, a boatswain named William House was on the storeship "Nautilus", which sailed from Nootka Sound (Vancouver) to Port Jackson (Sydney), via Marquesas and Society Islands. His was among the first European ships to make contact with the Polynesians of those parts, and his comments on their bearing and behaviour are interesting.

The comments were written on a few sheets of ancient paper and, somehow, the document came into possession of the Mitchell Library, Sydney.

That well known booklover and historian, Mr. John Earnshaw, has taken the fragment, built it up with a series of valuable annotations, and published it as a neat little volume, "A Letter from the South Seas, 1792", by a Voyager on the Daedalus. An edition limited to 250 copies has been printed for private circulation, and a few copies are available for purchase for 21/-, from Mr. W. Stone, 64 Young Street, Cremorne, Sydney.

Reviewed Briefly . . .

THE TEN THOUSAND THINGS, by Maria Dermout, a somewhat extraordinary novel, translated from the Dutch. The author began this, her first novel, at the age of 68, and it has been hailed as some sort of literary triumph. Unfortunately, like most literary masterpieces, it is above the heads of the average reader. It is a story of the former Dutch East Indies—now Indonesia.

(Published by Secker and Warburg. Australian price, 22/6.)

GIRL WITH A MONKEY: A promising first novel by an Australian girl, Thea Astley, which has nothing to do with monkeys. A young school-teacher, out of boredom in a small Queensland town, begins an affair with a road labourer. The story deals with the short period when, having decided to break the

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attachment, she is preparing to leave the town.
(Published by Angus and Robertson, Ltd. Australian price, 13/6.)

THE BRAVADOS, by Frank O'Rouke. A Western by any other name is still a Western even though it has been filmed in Cinemascope with Gregory Peck and Joan Collins. This one is set in New Mexico. It has horse thieves, sheriffs, murderers and people who are in gaol just because they've been framed. It also has a little sex interest. But not much. Regulation Western fare—although it is billed as a Western with a difference.

(Published by Heinemann. Australian price, 17/-.)

What's New in Paper Jackets

THE FALL OF THE SPARROW, by Nigel Balchin. This can be described best as typical Balchin, whose novels refuse to conform to most of the stereotyped categories, although psychological novel is about the most convenient label. This is the story of Jason, the son of a so-called "distinguished soldier", who finally ended in gaol for selling the furniture in the flat loaned him by a friend. But was Jason corrupt? Balchin seems by no means sure himself. (Fontana).

STRANGE INHERITANCE: A translation of a story by French novelist Georges Simeonon. Gilles Mauvoisin returns home to France at 19, sole heir to the fortune left by Uncle Octave, and finds himself in a nest of family intrigue; the mystery of what secrets lie in Uncle Octave's safe, which no one can open; and the greater mystery of the power Uncle had apparently had over friends and relatives. (Great Pan).

THE PERENNIAL PHILOSOPHY, by Aldous Huxley. A reprint of the work, first published in 1946, by the eminent British novelist and philosopher. Mr. Huxley quotes widely from all the philosophers—Brahmin, Christian, Buddist, Mohammedan—and then comments on the extracts, elucidating and developing them. (Fontana).

TOMORROW IS THEIRS, by Anne Duffield. There is not much similarity between this author and the previous one—except that they both use English. Miss Duffield's novel is set in the Southern States of America, which is a change in geography if not a change in style. It is all about love. (Great Pan).

STRAIGHT AND CROOKED THINKING, by Robert H. Thouless. This book by a famous Cambridge psychologist ran into 10 editions when first published in 1930. Since then it has been revised and brought up to date, in the light of developments in the atomic age. Its purpose is to aid you to think and reason more clearly, especially when discussing controversial subjects with friends, or in the course of business. (Great Pan).

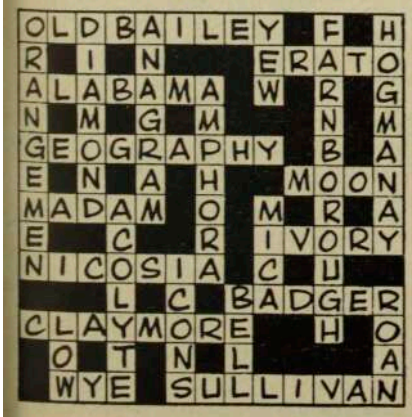
THE SILVER COBWEB, by Ben Benson. A young policeman captures the murderer of an innocent young girl and buys himself a lot of trouble. "A sizzling inside story of the American State Police". (Fontana).

MISS SILVER COMES TO STAY, by Patricia Wentworth. A more subtle contribution to crime fiction, in the English tradition. What American cops achieve by rushing around in high-powered cars and making a great big noise, gentle, old, English ladies pull off by sitting home attending to their tatting. One of the best of the Miss Silver series. (Great Pan).

SEX, LOVE AND MARRIAGE — A Christian Survey, by Ronald H. Bainton. The burden of the reverend gentleman's song seems to be that sex is very well, if you are married first. This piece of advice most people learn at their mother's knee, but it doesn't solve anything for anyone when they get out in the world and encounter the facts of life. Dr. Bainton, who is a famous Church historian, catalogues the attitude of society and the church to marriage, divorce and related matters, through the ages. In spite of its title, it is no marriage-guidance manual. (Fontana).

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Solution to Crossquiz from page 82



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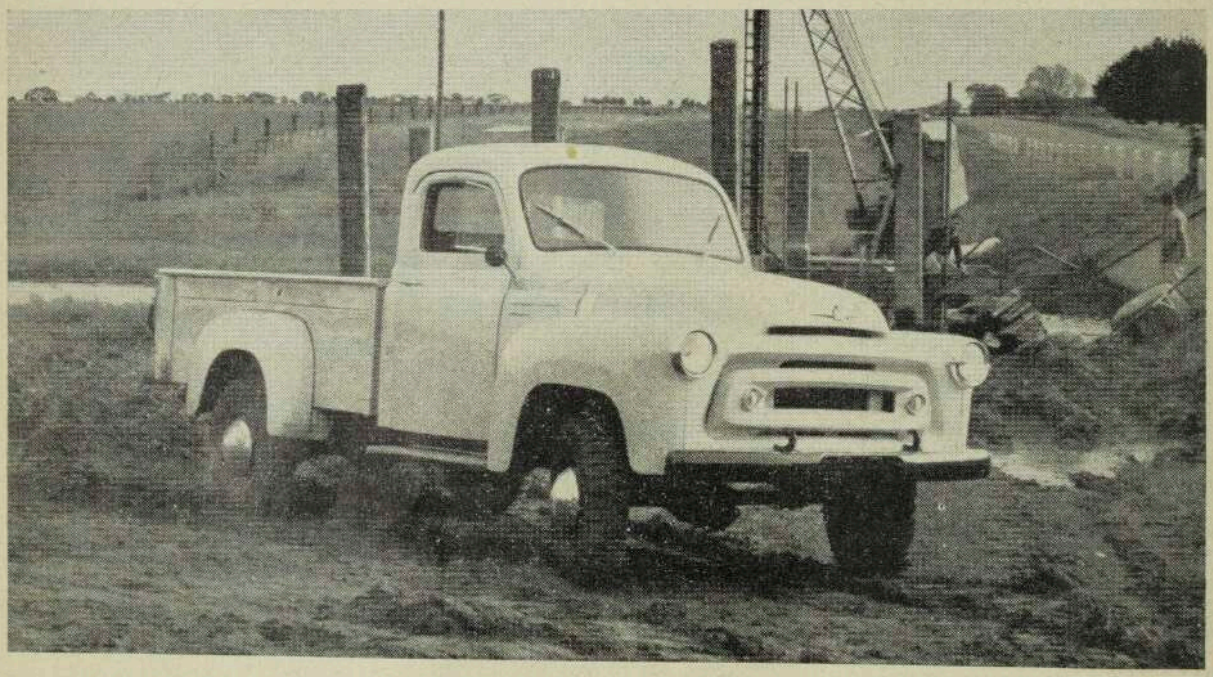
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How Abbe Rougier Got His Coconut Empire

(Continued from page 85)

Rougier raised his hand. "Eleven thousand pounds," he called.

That was the end of it—Fanning and Washington Islands were knocked down to Rougier. It was presumed that the lawyer and the missionary would enter into a formal partnership—Bishop Vidal permitting.

"As we left the rooms, the missionary and Berkeley were just ahead of me," said Gors, about 1934, when recalling the scene to me. "Berkeley, in the way so characteristic of him, put his arm around Rougier's shoulders.

"'Now, dear old Father, let's go down to my office and fix up this agreement', he said.

"'What agreement?' asked the missionary.

"'Why, you know, dear old Father, that it was understood, if you got the property, you would transfer a half-share to me.'

"'Oh, no, that is not so. I bought it for myself. I shall keep it,' said Father Rougier.

"That is all I heard," said Mr. Gors. "They stood there in the street, arguing. Berkeley seemed very upset and excited. But that was how Father Rougier became owner of Fanning and Washington Islands."

Missionary into Planter

The rest is history. Bishop Vidal had expressed very strong disapproval of Father Rougier's conduct in various incidents; and the strong-minded Rougier knew he must give up his missionary work, or give up the Cecil fortune.

He left his mission-station on the Rewa, and went to France, taking Madame Cecil with him. It is believed that, at the headquarters of his Order, he challenged the decision of the Bishop to remove him from his missionary work.

However, he never returned to the mission. But he did remain in Holy Orders, to the end of his life.

When he returned from Europe, Father Rougier formed and registered a company called Fanning Island Limited; and he carried on the plantations on Fanning and Washington, in conjuction with the Griegs.

Berkeley owed Rougier £7,000, and Berkeley, after the auction sale in Suva, in 1909, became entitled to £5,500 (being half the sum paid by Rougier at auction for the two islands). I never found out whether Berkeley paid Rougier the balance of £1,500—but probably not. The Grieg family got the other £5,500.

According to the old records, the Lever interests had planted up Christmas Island with coconuts, but were dissatisfied with the property; and in 1913 they sold Christmas to Rougier.

Thus, he had possession of Fanning, Washington (75 miles north of Fanning) and Christmas (170 miles south of Fanning)—all three atolls lying just north of the equator.

Within a year (on October 27, 1914) Rougier transferred Christmas to Central Pacific Coconut Plantations Ltd., registered in London, which he had formed.

A copra boom followed World War I; and Rougier, owner of the three atolls, made a great deal of money. He settled in Tahiti, and cruised around at first in his schooner *Luka*, and then he bought the well known three-master *Marechal Foch*.

An article in an American newspaper in 1931 described how the handsome Abbe, with the big red beard, turning grey, travelled in luxury in his big ship among his tropical islands. They called him "the King of Christmas Island".

Abbe Rougier was held in esteem in Tahiti, and regarded as a pious and charitable man. He died there on December 16, 1932. He left most of his wealth to his nephew.

Monsieur Rougier also lived in Tahiti—but he was almost ruined in the great Kong Ah swindle, in the 'Thirties.

Rougier was a large depositor in the Bank of Chin Foo. Kong Ah was a big trading concern, and many leading people in Tahiti were in it. It got into difficulties, and Kong Ah shareholders induced the Chin Foo Bank to make big loans to Kong Ah. When a crash seemed inevitable, a number of Chin Foo Bank depositors were tipped off, and quietly withdrew their funds. Rougier was among the unlucky ones, and most of the late Abbe's wealth went down the drain in the Chin Foo-Kong Ah crash.

In 1935, Burns Philp interests bought Fanning and Washington Islands, and transferred them to Fanning Island Plantations Ltd.

Because of its small rainfall, Christmas was not such a valuable copra-producer as Fanning and Washington. It became a US air base during the Pacific War, and when the US withdrew, the plantation was acquired by the Gilbert & Ellice Is. Colony. Christmas now is in the limelight as a site of H-bomb experiments.

The French ex-convict, Cecil, appears to have died in Fiji between 1908 and 1913, and—it is said—he left his estate to Rougier. The Fijian girl, Madame Cecil, after a memorable visit to France, returned to and cared for her invalid husband. Rougier saw that she was provided for. A few years ago, she still was alive, in the Rewa district of Fiji.

I never knew what became of Humphrey Berkeley—he seems to have disappeared about World War I from Suva, where once he was so much a social ornament.

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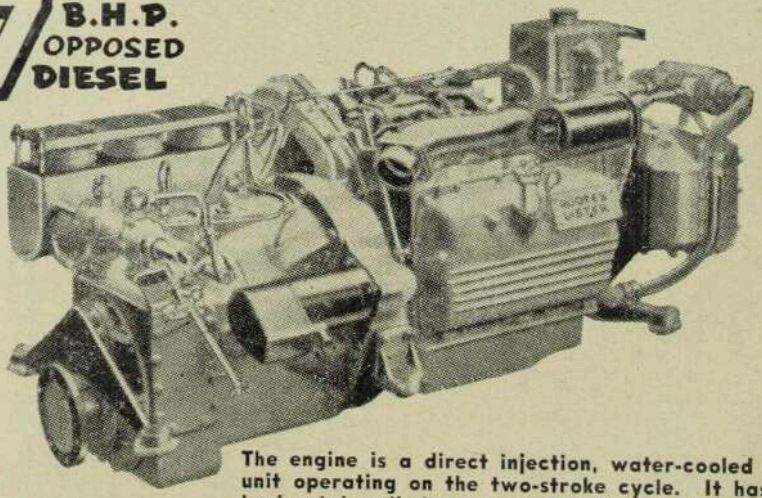
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PACIFIC SHIPPING AND CRUISING YACHTS

• ANOTHER MARINE MYSTERY: The shipping sensation of the month was, of course, the inexplicable disappearance of the flag-ship of the Solomon Islands Government's interisland fleet, the 241 gross tons, steel, not-yet-two-years-old *Melanesian*.

Certain aspects of the disaster are dealt with elsewhere in this issue, and a result of any formal marine inquiry has not been received, but the known facts are these:

Melanesian was on a routine copra-buying trip to the atoll of Sikaiana, which lies about 110 miles due east of Malaita. At 9 a.m., on Thursday, July 10, she reported her position as 25 west of the atoll, and heading in that direction. She was not heard from again.

Sikaiana has no radio transmitter, and when *Melanesian* did not report further, it was thought at first that her radio had broken down. No alarm was felt until the 12th, when on the evening of that day, she did not report at her next port, on Malaita.

On the following day, local ships were sent to search the area; and because of Sikaiana's lack of radio, a vessel had to be despatched there to find out whether she had ever reached the atoll or not.

It was subsequently found that she had never arrived there—although her last reported position was only 25 miles off. Sikaiana, a group of four islets that make up a true coral atoll, has no good anchorage and no passage into the lagoon. It is a fact that ships trying to locate the atoll have, at times, returned to base without making a landfall.

When the vessel was not located by early attempts from the sea, the weekly Qantas DC3 was diverted to search for the vessel on the 15th: and the following day another DC3 arrived from New Guinea, and together they combed the area without result. Thirteen local vesesls, at one time or another, joined in the search.

Search efforts were fruitless until early on July 20 the *Ambon*, local vessel owned by R. C. Symes Pty. Ltd., picked up a raft from *Melanesian*. This was the first real wreckage, as only odd bits had been found before. It was located off Manowai Harbour, on the weather ccast of Malaita.

The chartered plane, which that day had commenced to search north of Malaita and east to Sikaiana, was diverted to the area and in the early afternoon sighted the remains of afternoon sighted the remans of a *Torrens* were immediately diverted to the scene and the remains were taken on *Cape Torrens*.

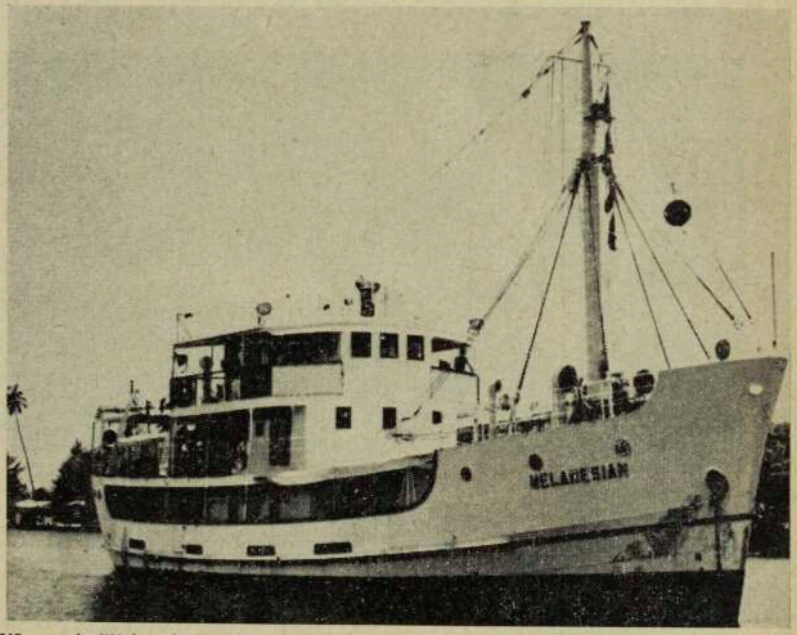
• THEORIES: Various theories as to what could have happened to this well-found ship have been advanced, the most favoured being that she had struck an old Second World War mine—even though, according to the marine experts, the chances of her doing this were "fairly remote".

According to Admiralty notes to mariners, there is an area, east of Malaita, which because of wartime mine laying, is "safe for surface navigation but not for anchoring". There are also areas around Papua-New Guinea that, so far as old mines are concerned, come under the same navigational limitations—it is safe enough, unless you happen to drop your anchor on a mine now submerged; or pick one up in a trawling net.

There is no way of telling whether the *Melanesian* did, in fact, drop anchor. The weather when she was first posted missing was unfavourable, and, as has already been pointed out, the low islets of Sikaiana are difficult to find.

Another theory is that she was involved in sudden submarine volcanic activity and was overwhelmed. But, although sudden eruptions from the sea bed are not unknown in that area, it is believed that there would have been some indication if this had happened—patches of floating ash, or pumice.

Whatever happened to the sturdy little vessel was sudden and complete, without time to send distress messages. It is likely, now, to remain forever one of the unsolved mysteries of the sea.



BSIP vessel, "Melanesian", whose loss with all hands in July, is discussed here and elsewhere, this issue.

At the time she was lost, there were 45 people known to be on board. The Master, Captain J. Davies; a European supercargo, four adult European passengers and one child; 16 Melanesian crew members and 22 Melanesian passengers. There may have been more Melanesian passengers as these people travel casually from port to port without headquarters being informed of the number.

Melanesian was built in Hongkong by the Whampoa Dock Co. Ltd., in 1956 and joined the Government fleet in the Solomons at the end of that year.

She was the best equipped small vessel trading in those areas with cabin accommodation for 12 people,

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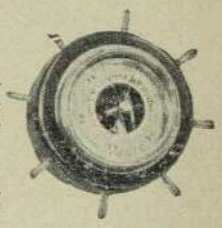
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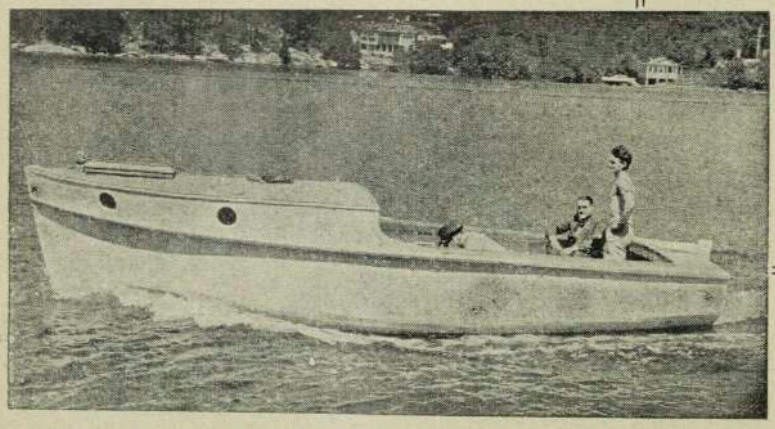
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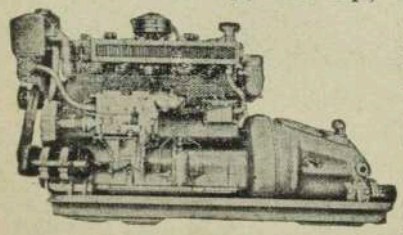
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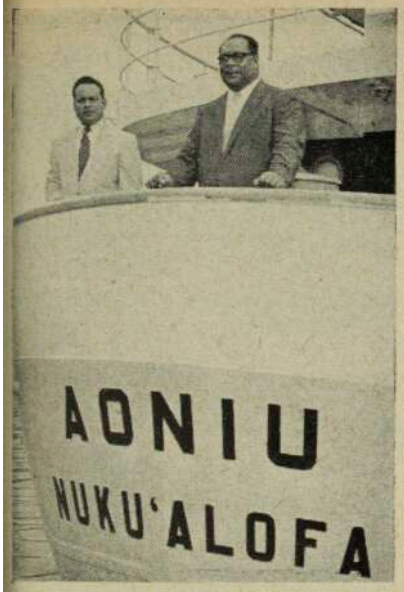
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Prince Tungi, of Tonga (right), on his new "dream ship" "Aoniu", at Pago Pago, American Samoa, in early July, where he went to pick up the ship then on her delivery voyage from Holland. (We have been asked not to call the vessel A'oniu as "that is something different".) The 600 gross tons vessel, later in July, and with Prince Tungi on board, visited Fiji, where she was greatly admired by those who are still annoyed with the Fiji Government for having their new "Ra Marama" built in Singapore.

"Ra Marama" is about quarter the size of "Aoniu", has accommodation for about four cabin passengers, and cost £F66,000. The Tongan ship—with luxury accommodation for the Tongan Royal family and some other cabin passengers, echo sounders, radar, ship-to-shore radio-telephone and many other gadgets—cost £87,000 Stg.

The $64 question is whether that sum included the delivery charges. Pacific shipbuilders would all like to know what it cost Prince Tungi to have "Aoniu" delivered, although some of the cost of so doing would be offset if she carried a capacity load of cargo from Europe.

Shown with the Prince in this photograph is Governor Coleman of American Samoa.

—Pan American Prints Photo.

modern navigational aids and safety equipment. A survey had been carried out only this April and she was classed A1 at Lloyds. She might have been regarded as the Islands vessel least likely to come to a bad end.

• SHAW SAVILL FLAG ON HENDERSON ISLAND: Officers on the *Corinthic* were amazed to see their house flag flying on uninhabited Henderson Island as the ship neared Pitcairn Is., recently.

However, the Pitcairn Islanders said they had hoisted the flag during their last timber-gathering trek, as an appreciative gesture as it was Shaw Savill's centenary year.

Conjectures that skeletons found on Henderson Island might be from the *Joyita* were described as "stupid" by experienced Fiji residents, who pointed out that Henderson is 3,000 miles from where the *Joyita* was found, against winds and currents.

Pathological examination of hair from a skull indicated that the remains were more likely European than Polynesian. The skeletons, found in a cave, were of two men, a woman and a child.

• AIR DISPLAY THRILLS SAMOANS: While in Samoan waters recently the Australian Carrier *Melbourne* was invited to call at Apia, but had to refuse because of shortage of time. Instead, she turned on a memorable aerial display by flying off her aircraft to thrill thousands of Samoans.

• NEW SEA ROUTES TO ASIA: Two minesweepers and two frigates of the RAN are engaged in a hydrographic survey to find at least four new safe lanes in the treacherous Sahul Bank, between Darwin and Timor. The additional lanes, necessary because of the greatly increased traffic between Australia and the Far East, will provide shorter routes to Djakarta, Singapore, Bangkok, Hongkong, Japan, and Manila.

• A SAVE BY CAPE NELSON Co-operation between Rarotongan authorities, local shipping concerns and the owners and, particularly, the master of the British freighter *Cape Nelson*, saved Rarotongan growers a loss of hundreds of pounds on their tomato crop recently.

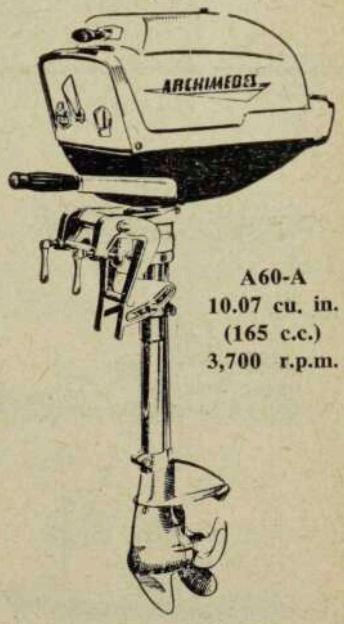
The fruit, to have been shipped to New Zealand in the *African Reefer*, would have rotted unpicked when

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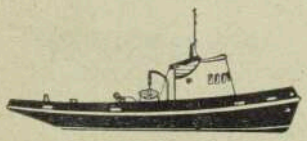
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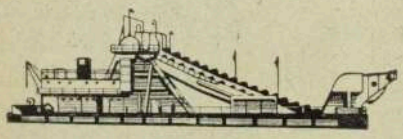
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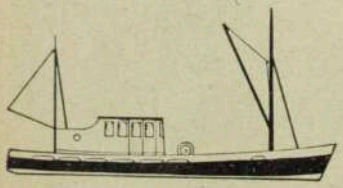
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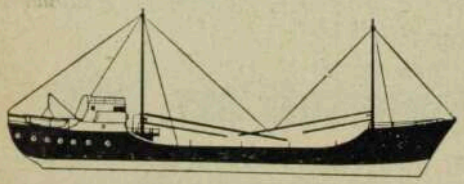
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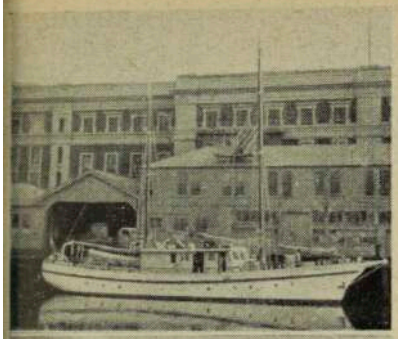
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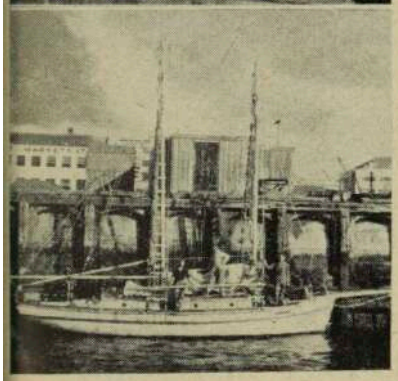
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"Coongoola", N. W. Thomas' 73-ft. auxiliary, lying at Wellington before crossing to Sydney in July.
Canadian schooner "Tahoe" at Auckland.
Photos: J. N. Duder.

this vessel was unable to call, but strenuous efforts were made to locate alternative transport, and as soon as there was a possibility of the *Cape Nelson* being able to call, Rarotongans were told to get picking. Local vessels were dispatched to pick up the shipments from various islands.

On arriving in Auckland on July 12, the bearded master of the *Cape Nelson* said that the vessel had received a radio call when four or five days from Rarotonga while on passage from Hamburg to Auckland with 9,350 tons of potash.

Captain A. C. Jones, a bit of a farmer himself, had been anxious to collect the tomatoes, and he eventually obtained permission from the owners to divert his ship.

On the run to Auckland, four storms and attendant heavy seas were encountered, and all hands and the cook were on deck chasing tomatoes.

Many cases were moved from the hatch covers up to the bridge deck.



"Fauabu Twomey", soon after she arrived in Honiara, from NZ (see page 107).

• *MAUI POMARE* IN THE RED: The New Zealand Department of Island Territories announced in its annual report that the Government vessel *Maui Pomare* had a working loss of £79,750 for the financial year ended March 31.

It cost £120,726 to give the 32-year-old ship a major overhaul and (the same old story) tenders are "soon" to be called for a new 40-passenger vessel.

Plans and specifications have been drawn up—for the rest, we'll believe it when we see it.

• SUMMER CRUISE CANCELLED: The Matson liner *Lurline's* South Seas and Orient cruise, planned next summer, has been cancelled, and this will mean a loss of several thousands of dollars to NZ and ports of call in the Islands.

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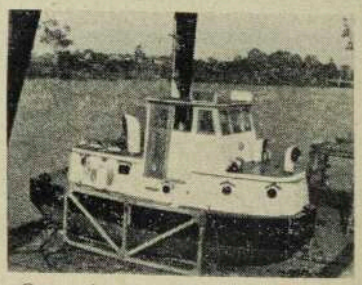
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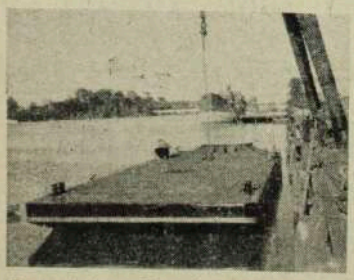
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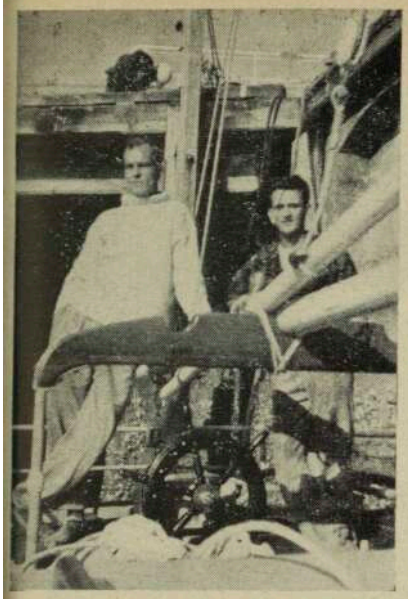
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Co-owners Fred Sheppard (left) and Reg Blake on "Tahoe". Fred has left the yacht in Auckland to return to Canada.

Photo: J. N. Duder.

Factors entering into the cancellation were the increased travel potential for Hawaii in 1959, and the fact that bookings received so far for the intended cruise had not been up to expectations.

• PASSENGER SIGNS ON AS OFFICER: The death occurred at sea of the first mate of the *Monterey*, Mr. Otis Yarrington, of San Mateo, Cal., during a recent Pacific passage of this Matson ship, and a passenger on the liner was asked to stand watches in his stead.

He was Mr. L. Veronimo, of San Francisco, who was travelling on holiday to Tahiti. Mr. Veronimo, who holds a mate's ticket, was signed on for the round voyage.

• NZ STRIKE TIES UP ISLANDS' SHIPS: The Union Steamship Co.'s *Matua* sailed from Auckland for the Islands on July 4, leaving behind 200 tons of cargo, mostly foodstuffs.

Matua was only one of more than 20 coasters and freighters affected to a greater or lesser degree by the recent wharf strike resulting from the loading dispute between CSR's Chelsea Sugar Refinery and the Watersiders' Union.

Ironically, the only work on the wharves on the 4th was the unloading of sugar lighters by CSR men.

It was reported that 67,000 cases of bananas were spoiling in *Tofua* as she lay waiting to be unloaded, but wharflabourers said that the fruit was in satisfactory condition when it was eventually taken off.

Tofua was two days late leaving Auckland.

• LONG, LONG TRAIL ENDS: There must have been cries of "Well, I never", and "What, so soon", when the first of the New Zealand Leper Trust Board's auxiliaries, *Fauabu Twomey*, arrived at Honiara, BSIP, after over a year of delays and frustrations. (See *PIM*, June, July).

Under the command of Mark Anthony, an Auckland yachtsman, the ketch-rigged launch took 10 days 8 hours to cover just under 2,000 miles. Crew for the trip consisted of McKenzie Smith, Bob Hammond (engineer) and Christopher Brown.

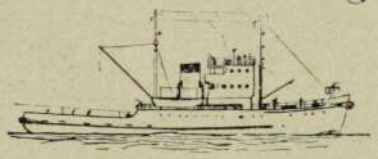
The cause of the electrolysis that was mainly responsible for the delay in delivering was first thought to be the result of an escape of acids in the harbour, but this was kept on the secret list for fear of disturbing local boat-owners.

However, the New Zealand DSIR came to the conclusion that an electric welder with faulty earthing that was used in the vessel and also nearby was the cause of the corrosion.

Replacements of the affected parts were made, and some months later, when the ship was slipped for painting, no further corrosion was apparent.

• SECOND KETCH LAUNCHED: The 55-foot ketch *Ozami Twomey*, second of the NZ Leper Trust's gift

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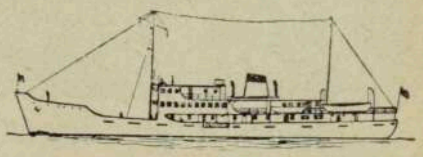
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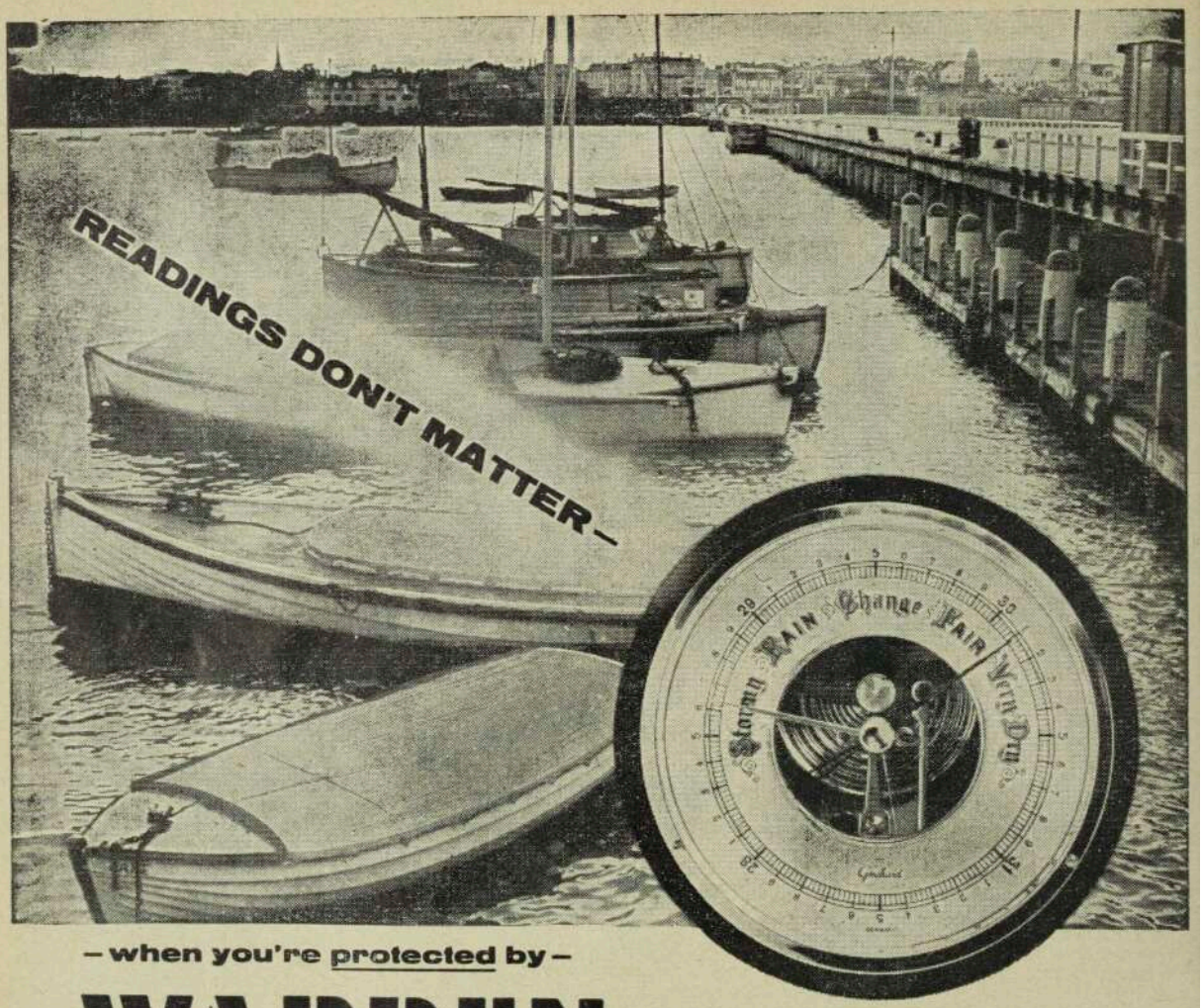


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launches for the Solomons, was launched at the Auckland yard of her builders, C. Bailey and Son, on July 24.

Sister L. Jones, for many years a missionary in the Solomons, named the 40-tons vessel by cracking a coconut across her bows, and the dedication ceremony was conducted by the Rev. Dr. D. O. Williams, president of the Auckland Methodist conference.

The ketch was to sail on July 30, although this would appear to leave all too short a time to prepare the vessel for the 2,000-mile stretch to the Solomons.

• *ARTHUR ROGERS* TURNS BACK: While on her way back to home waters around the Hebrides-Solomons, the ketch *Arthur Rogers* encountered very heavy weather 160 miles NNW of NZ's North Cape, and returned to Whangaroa, North Auckland, after the development of a small but persistant leak.

This storm was reported as having "tossed the liner *Wanganella* like a cork", and officers of HMNZS *Royalist*, on her way home to Auckland from the Far East, described it as "the worst in years".

• RADIO-ACTIVE JAPS: Rabaul, NG, has had all sorts of Japanese in its time; in July it got another variety for a visit. What made these different was that they were allegedly radio-active.

Two Japanese ships, *Takuyo Maru* and *Satsuma Maru*, which had been engaged in oceanographic work, put into Rabaul on July 19. Their masters alleged that while they had been going about their business in the North Pacific, they had come in contact with radio-active cloud blown from the American atomic testing area round Eniwetok.

At one stage, geiger counters (which are part of the normal equipment of the ships) showed a count of 70—when the permissable maximum is 60.

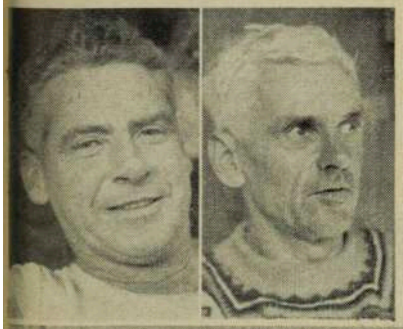
The Japs immediately went into decontamination drill—and headed for Rabaul. Why Rabaul was not stated, although it is well known that that place has a fatal fascination for Japanese.

At Rabaul, the local medical officer placed the ships out of bounds, and blood-tested the crews. And the best geiger-counter score that could be got was 29.

It gave Rabaul something to talk about; Australian newspapers something to write about; and also caused a flutter in American dovecots. After the Japs had been in Rabaul about a week, an American team arrived by air from the Carolines. Leader of the team, Colonel R. M. Lechausse refused to comment on the visit before he left, except to say that there was no danger from the ships and no radio-active sickness amongst the sailors.

The two ships have now left Rabaul.

The Japanese training ship *Ginga Maru*, which called into Auckland,





BELOW: "Kochab" and "Malohi" tied up in Noumea at the finish of the Sydney-Noumea Yacht Race. AT LEFT: Neville McEnnelly, Captain of "Malohi", which won the race; and Dr. J. Franklen Evans, of "Kochab". See page 113.

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NZ, about the same time as the other ships reached Rabaul, also was supposed to have been contaminated by the same nuclear tests. This vessel carries 100 Merchant Navy cadets and later went on to Sydney.

• NEW WHOLESALE SOCIETY VESSEL: The GEIC Wholesale Society's new vessel *Moana Raoi* was to have arrived in the colony early in August.

Her crew left Tarawa early in June for Hongkong via Fiji, where they were to take delivery of the ship—yet another example of the keen competition from that part of the world to be faced in the shipbuilding business. (See June *PIM*, p. 99).

• DON'T WAVE FROM THE MAST: Parades, flag ceremonies, sports meetings were the order of Queen's Birthday Week-end in the Solomons—but it was not all merry-making for the Chinese owner of the 45-ft a.v. *Rendova*, which went on a reef near Barakoma with a crowd of merrymakers returning home from the celebrations.

The vessel was travelling close inshore in rough seas when the passengers decided to climb the masts and the bridge to wave to their friends. A big sea hit the vessel and she capsized on the reef. Crew and passengers swam ashore safely and the *Rendova* was later hauled off by *Melanesian*—the last rescue chore performed by that ill-fated vessel.

• NEARLY THERE: Trials of *Southern Cross VIII*, built for the Melanesian Mission by Ballina Slipway and Engineering Company, will have her trials at Ballina in early August. She will go to Sydney shortly afterwards, and be dedicated at Bennalong Point, on August 23, by Bishop Kerle, Coadjutor Bishop of Sydney. (It was intended, before his recent illness, that Archbishop Mowll would perform the ceremony).

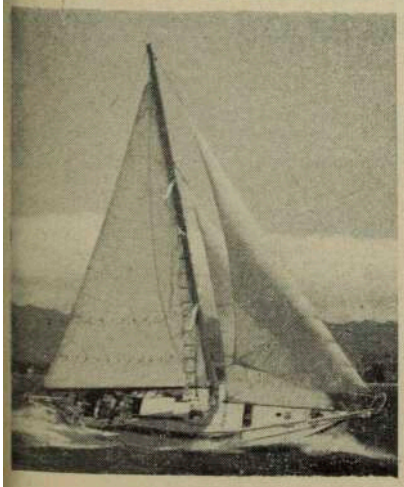
Captain G. E. Langley will be the delivery skipper; Mr. Geoffrey Kuper, who arrived in Sydney from the BSIP in July, will sail as Mate, and take over as Master once the vessel reaches the Solomons. An Islands crew will be flown to Sydney shortly to man her on the voyage from Sydney.

• PERSONAL: Mr. Bjarne Halvorsen, of the well-known Berry's Bay, Sydney, shipbuilding firm, left for two weeks business trip to



TOP: Auckland ketch "Marco Polo", now under new ownership, which left NZ recently for Denmark via Polynesia.—Photo: J. N. Duder.

LOWER: Doc and Dottie Tanners' "Annette", recently in Papeete (see page 113).



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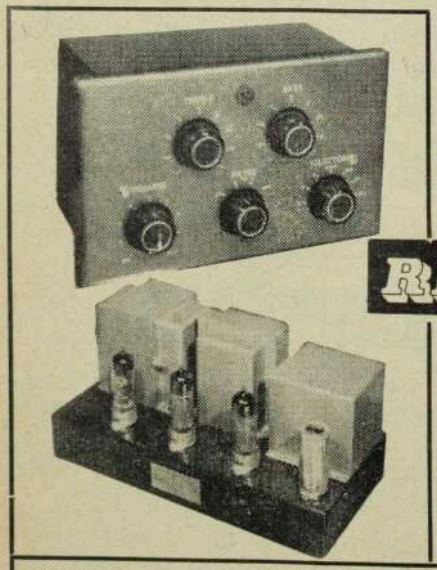
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The American schooner "Utopia" (see PIM July) left Suva for the New Hebrides, on July 16, to continue her world cruise. Four men were recruited in Suva for crew. Shown here (left to right) Edward Whippy, Joe Pachernegg, Fred Peterson (Captain), Douglas Book, W. B. McMillan, Ian Davidson, photographed before the schooner sailed. —Photo: Stinsons.

Papua-New Guinea, on August 4. He will visit Port Moresby, Samarai and Lae, and maybe Rabaul.

Captain T. H. Neill, of Hamilton, New Zealand, has been appointed Master of the Tongan Copra Board's new *Aonui*. He began his sea career as a cadet on the barque *Pamir*, and was later second officer on the *Wanganella*. He sailed an auxiliary stays 'l schooner, the *Caroline*, to Tonga in 1950, and his latest command was the John Manners freighter *Tees Breeze*.

• RENDEZVOUS: The LST *Wewak*, well-known deliverer of cattle to Papua and New Guinea ports, was doing the job a different way in July. She was engaged to pick up two mobs of breeder heifers in the Endeavour River, North Queensland, and take them to Cape Flattery, 35 miles north of Cooktown, where they were to be transferred to *Natone*.

Natone would then take them the rest of the way to Port Moresby for delivery to the Fairfax Cattle Company.

This job was scheduled for last March, but bad weather in Queensland prevented it.

The 200 tons, wooden *Natone* was formerly *Wyatt Earp*, used for a few seasons by Australia's Antarctic expeditions.

News of Cruising Yachts

• SYDNEY-NOUMEA YACHT RACE: The two yachts to finish in the race (see June and July PIM for earlier details) crossed the finishing line—the lighthouse on the reef about six miles from Noumea—late on July 7. First across was MALOHI, the NSW sloop. The UK yawl KOCHAB made its landfall too far south and had to beat back to the lighthouse. Skipper of MALOHI, Neville McEnnally, said that it was a "wonderful trip". Two cyclones (with the crew lashed to their posts to be prevented from being washed overboard by 30-ft. waves) and a dead calm in the middle of one that becalmed them for half a day. During their stay in Noumea, the crews of both yachts were given much hospitality. MALOHI got back to Sydney on July 29.

• ANNETTE—whose owners Doc and Dottie Tanner—write us a long letter from Papeete, should now be around the French Oceania group before heading for Suwarrow (where they plan to spend at least a week "living off the land"), the Samoas, Suva and Sydney. In Sydney they'll both take a job, to recoup the family finances. New Zealand will see them in 1959 or 1960. This is the second time round for these enthusiasts—they lost BACHELOR'S WIFE on Lord Howe Island in 1950. They send greetings from Ted Grant—he and Mrs. Grant now have a baby daughter—and news of SEA CHANTY (from Vancouver); TAHITI (of Hawaii); CHIMERE (France); and WHITE SEAL (Durban, S.A.) all of which were in Papeete at the same time.

• MARCO POLO, first NZ yacht to sail round the world left Auckland again on July 13, this time headed for Denmark via Rarotonga, Hawaii and Panama. Present owner, Axel Petersen, who has been eight years on a working holiday in NZ, and latterly on the Auckland bridge, was accompanied by an Aucklander Mr. Q. F. McClean of the Union Co., who cancelled a liner passage to Britain to sail on the 32 ft. red-sailed, blue-hulled ketch.

• NELLIE BRUSH, 37 ft. Los Angeles ketch owned by Ernest Nelson, left San Diego during June for Costa Rica, the Galapagos, and the South Pacific. With Nelson sailed, 6 ft. 4 in. Don Stewart and 6 ft. 5 in. Don Friedman.

• BRILLIANT, 42-footer from Tasmania, berthed at Tauranga, NZ, late in June on her way to Auckland and then the Islands. Aboard are skipper M. Forster and a crew of three.

• LEHI IV, 28 ft. by 18 ft. raft was towed about 150 miles out to sea from San Pedro, Cal., on July 13, in a renewed attempt to drift on ocean currents to the Hawaiian Islands. If the adventure is successful, skipper Devere Baker hopes to have the raft shipped to the Persian Gulf, from where he plans to float across the Indian and Pacific Oceans, in an attempt to prove his theory that early inhabitants of the western hemisphere drifted on currents across the Pacific from Asia.

• TAHOE, of Vancouver, arrived in Auckland on July 9 after a vigorous passage from Rarotonga via the Kermadecs. The 37 ft. schooner, with skipper Reg Blake, Fred Sheppard and four Rarotongans aboard, ran into head winds when three weeks out, and 5 in. of play developed in the rudder. The yacht was then headed for Raoul Is., where a pleasant week was spent repairing the rudder and enjoying the hospitality of the nine New Zealanders stationed on the island. After leaving Raoul with a capacity load of wild oranges, TAHOE ran into a 40-knot gale with heavy seas. Two jibs and the mainsail were blown out and the dinghy and some bow scrollwork washed away (see photograph).

Sheppard is to leave the schooner in Auckland to return to Vancouver, and Reg Blake is looking for five young fellows with sufficient money to pay off Fred's part-ownership and refit the yacht.

Further plans indicate a sojourn in Auckland, and then to Sydney at the end of the year. Reg then hopes to take 6-12 months to cruise back (via the Islands) to the West Coast, where the ship will be sold, crew members receiving proportional shares of the proceeds.

• AGNES—where is she? The 138-year-



The Panamanian vessel "Amonea" alongside the new wharf at Point Cruz, Honiara, BSIP (see page 117, July). The wharf was unfinished at this stage.

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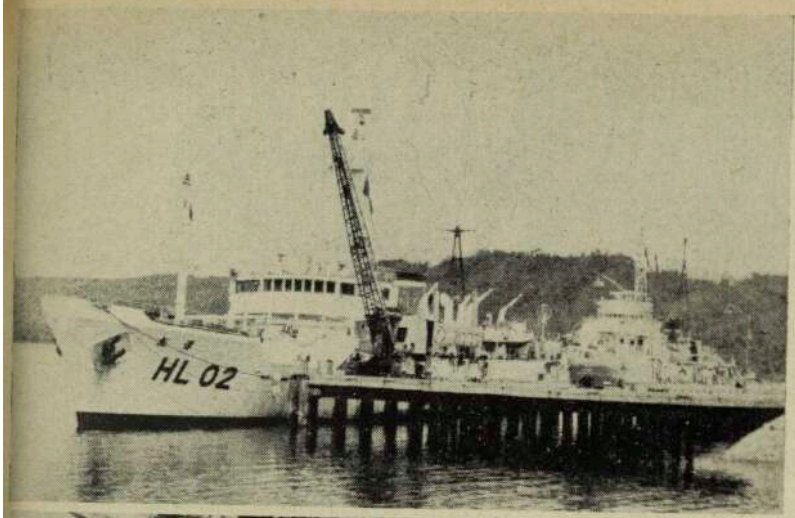
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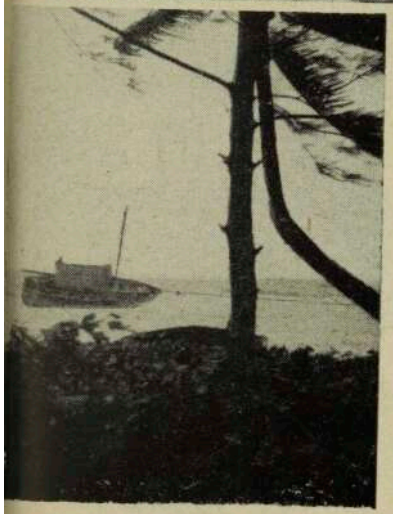
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TOP: The radio-active Japs, "Takuyo Maru" and "Satsuma Maru", at Rabaul wharf, in July (see story). Photo: C. H. Meen.

AT LEFT: Mr. David Sharp's crocodile-hunting small ship which went up on the reef at Pt. Cruz, Honiara, BSIP, during the June cyclonic storm.

motor for a considerable part of the way. It was ironic, comments Schroder, that after waiting six months in Papeete, three days after he left, the ketch TAHITI, on which he had done a lot of Pacific sailing, turned up there.

• OUTWARD BOUND: The Caldwell family, in their new ketch OUTWARD BOUND, moved round to Broken Bay from Sydney in late July. Here they will paint the vessel and make ready for their forthcoming round-the-world voyage (see July PIM, p. 41). Also leaving Sydney end of July were Mr. and Mrs. Derek Horne, plus pedigreed Siamese cat, Hina, bound USA via Islands in the 73-ft. ketch LADY ELLEN.

• RONGAMAU, Roy Lidgards 50-ft. auxiliary ketch, returned to Auckland at the end of June after two months holiday cruise in Fijian waters.

• PHOENIX, together with owner Earl Reynolds and family, was picked up by officials from a Coast Guard cutter when 65 miles inside the Eniwetok nuclear test area at the beginning of July. The 50-ft. ketch was escorted to Kwajalein, from where Reynolds was to have been flown to Honolulu. (Reynolds, who is anti-atomic test, in June set a course from Honolulu to Japan that would take him through the test zone).

• DANA RESCUER, 19 ft. Danish fibreglass life-boat on a world voyage under lone-hander Capt. Walter Vestborg (Dec., April., PIM) was reported in trouble off the Mexican west coast late in June. Captain Vestborg was rescued by the Danish vessel "Johannes Maersic" but whether complete with life-boat or not, is not known.

• MERIDIAN, the 44 ft. cutter (PIM has mistakenly referred to it recently as a ketch), with American couple Richard and Abbie Stafford aboard, the whereabouts of which and whom somebody was seeking in June PIM, was sighted by a roving PIM man at Vavau, Tonga, at the end of July.

She had been there a week after a run from Apia, and the Staffords were waiting for a favourable wind to take their craft to Suva, where they arrived in early August. The MERIDIAN is going into dry dock there for two months while the Staffords make a tour of Fiji.

The hard-working, but happy-go-lucky couple left Panama in 1956 and expect eventually to take in NZ and the Great Barrier Reef. "But we aren't in any great hurry," said Richard.

• AT VAVAU IN LATE JULY, at the same time as the MERIDIAN, giving the attractive harbour a crowded look, was the 48 ft. ketch WINDSONG, which left Melbourne about May with a crew of Australians bent of a 12-months Pacific cruise. Owner-skipper is Jack Walker, with Geoff Soames, Tom Jones, Max Stolkes (all from Victoria) and Basil Chipmonk, from Tasmania.

They had seen Lord Howe and Nukualofa, and were off to Suva and a yachting tour of the Fijis at the same time as the Staffords. Then they will head for the Cooks.

ld West Country ketch with skipper Alistair Barr and his mixed crew of about 0, was reported as being in Papeete in ebruary (PIM April), but Reg Blake of AHOE says that as far as he knows no essel of the name was in Tahiti from ecember to March, and there has been o news of her from anywhere since then.

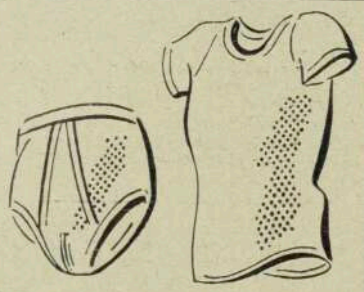
• COONGOOLA, 73 ft. x 17 ft. x 7 ft. etch-rigged auxiliary of Wellington, leared that port for Sydney on July 12. kipper N. W. Thomas may be remembered by Islanders as owner and mate f the schooner HUIA when she was lost n Koma Kame Reef. He also cruised to ustralia and the Islands some years back ILEX, former Auckland A-class keeler, nd may revisit Polynesia next year. OONGOOLA, built in Brisbane, has one orld-voyage to her credit already, under er original owner, a Mr. Griffiths.

• ALSO IN THE MAILBAG this month as a note from Phillip L. Schroder, now ack in California after a voyage to Tahiti nd back. He was a member of the crew f STAGHOUND (PIM, January, 1958) but ke a lot of other projected Pacific ruises, this one fell apart once it reached apeete. After three attempts to get back ome on other yachts, whose plans fell hrough, he finally made it with owner-ipper Bob Insinger, in RAMONA. They ft Papeete on May 20 and arrived San iego on June 29—with the aid of the

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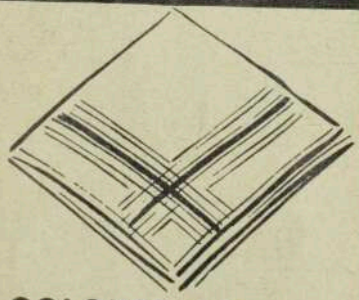
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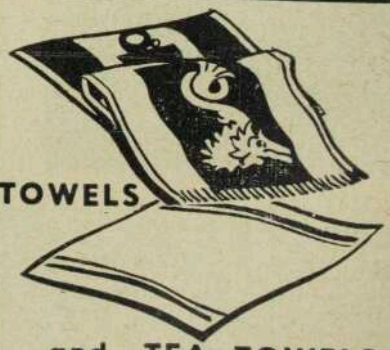
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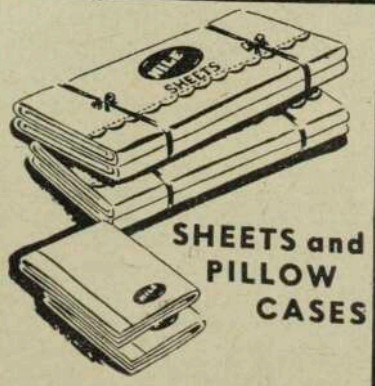
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TOWELS and TEA TOWELS

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SHEETS and PILLOW CASES

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PACIFIC REPORT

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Bee-Pees Build Bigger and Brighter Stores

The big Islands firm of Burns Philp is still expanding through its subsidiary companies, as shown by photos this page, from widely separated areas of the Pacific.

At the top is the new £75,000 store recently opened in Lae, New Guinea, for Burns Philp (NG) Co. Ltd. And, lower, a new store of Burns Philp (SS) Co., at Savusavu, Vanua Levu, Fiji, at the stage it had reached in July.

The Lae Store was quietly opened for business on Monday, July 21, and the building was soon crowded with sightseers and customers. At the end of a busy day, management and staff celebrated with a quiet party in the mezzanine floor offices.

Of the Savusavu store, a Fiji correspondent writes: Not often these days do the Big Firms find entirely new areas to move into.

But this is the first Burns Philp store at Savusavu. W. R. Carpenter and its associate, Morris Hedstrom Ltd., both have prosperous stores in the pretty copra centre, which, with its excellent deep harbour and ever-growing road system, is beginning to get Fiji's votes as the area most likely to succeed.

The new BP's store is on land below the Hot Springs Hotel, overlooking the bay, and should be operating by the end of the year.

Driving is Suicide in Santo

Santo, New Hebrides, in July was going through the same sort of dry spell as it suffered last year. Residents have to cart water in 44-gallon drums for household purposes —while still hoping that the Condominium Government will introduce that famous Water Reticulation project that has been talked about since before the last war.

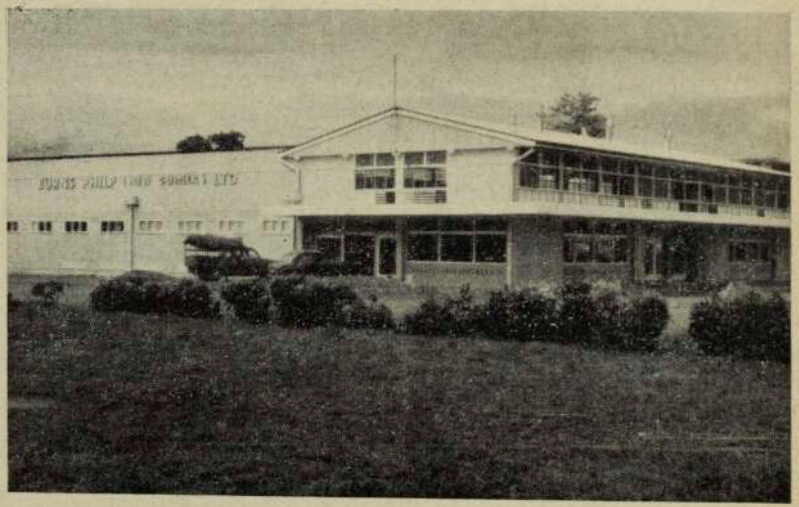
A resident of Santo reports that driving on the mainland is "suicide", because of the dust on the roads and asks why cannot the tar that has been lying around in drums for years at the now disused airstrip at Pallicolo be used for tarring the roads.

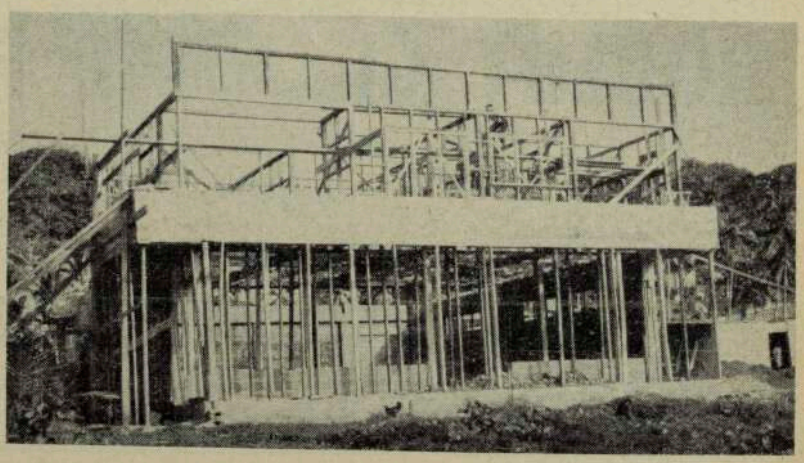
10 Years for Killing a Chinaman

Matafala Taulaulelei, 30 years old Samoan labourer and a Korean war veteran, could give no explanation for his actions when he recently appeared before Chief Judge Marsack at the High Court, Apia, Western Samoa, on a charge of manslaughter. He had assaulted a Chinese seaman from the MV *Eastbank* last April. (*PIM*, May, p. 113) and the man had subsequently died.

The Chief Judge said that there was not one redeeming feature about the crime and sentenced Matafala to 10 years. The Chinese seaman, carpenter on *Eastbank*, was walking in an Apia street with two companions, when the Samoan went up to him and for no apparent reason knocked him to the ground. The Chinese hit his head on the pavement and was taken to Apia Hospital. He was still unconscious when later transferred to the *Eastbank* and died at sea some days later.

New Islands premises completed and in course of erection for Burns Philp companies. The completed building (top) is at Lae, New Guinea. The one in course of erection (lower) at Savusavu, Fiji. See story this page. (Lae photo by O. Brabant).





It Will be Flour With a French Touch

Australian flour millers will lose their market in New Caledonia. The Noumean Chamber of Commerce was informed recently by the Minister for Overseas France that in future all flour for New Caledonia must come from France.

About 250 tons of it arrived in July—but New Caledonians are questioning the practicability of the move in view of the huge quantities that will have to be shipped on the long route via the Panama Canal.

New Caledonians eat a very large amount of bread and shipping space from France in the last two years have been anything but abundant.

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AT A RECENT POLYNESIAN SOCIAL PARTY IN SYDNEY: Mrs. Dyer, centre,, the former Lily Smith of Singatoka, with her two sisters-in-law, the Misses Dyer of Sydney. —Te'e-Photos.

Three Months' Notice For Public Servants

The reserved judgment given recently in Western Samoa against ex-Government radiographer R. S. Thomas, seems to mean that people going to work in that Territory for the Government, do so at their own risk.

Mr. Thomas claimed £3,045 Stg. damages. The advertisment induced him to go to Western Samoa said a "term of three years", but he was, in fact, dismissed after 18 months, the reason given being that the Government was in financial difficulties.

In judgment, the Chief Judge said that the W. Samoan Public Service Commission had no power to stipulate a term in a contract of employment, and that under the regulations that governed the Public Service, the services of any Public Servant, permanent, temporary or probationary, could be terminated at will, or upon three months notice, depending on the status in the PS of the person concerned.

It was the Judge's opinion that the plaintiff would have a good case against a private employer, but with the Government, special prerogatives of the Crown and public interest were involved. Judge Marsack reached his conclusions "with regret".

What all this appears to mean is that a contract of employment with the Western Samoa Government is not worth the paper it is written on. Whatever might have been the exigencies of the termination of Mr. Thomas' employment, the end result is not likely to make it easier for the Government to recruit personnel overseas.

Refresher Courses At Suva CMS

The World Health Organisation is to sponsor two one-month refresher courses in TB for medical officers from 11 Pacific territories. The two courses, each for 10 trainees, are to be held at the Central Medical School, Tamavua, Fiji, during next January and February.

There will be three officers attending from each of Fiji, Papua and New Guinea, two from each of Cook Is., American Samoa and Western Samoa, and one from each of BSIP, GEIC, Noumea, New Hebrides, Niue and Tonga.

NNG Prepares for Jet Age

One of the airstrips at Biak, Netherlands New Guinea (staging point on KLM's services from Australia to the Far East and Europe) is being put in order to take jet airliners—which will be making their debut in the South Pacific next year.

This was announced some time ago, but was repeated in July, after a local stir was caused in Australian New Guinea when it was suggested that the airstrip was being readied for Sabre-jet fighter aircraft. The fighter jets will be able to use the airstrip, of course, but that is not why it is being reconstructed.

Fiji's Sundrenched Taxpayers

Fiji copra producers, if not others in the £5,000-a-year bracket, were probably tickled to death with the opening sentence in the PRO newsletter of July 23. It said: "How would you like to live in a sun-drenched tropical island—and have an income of more than £5,000 a year?"

We can remember Fiji when it was far from sun-drenched; when huge lumps of water fell continuously from the sky; and hurricanes whipped down from around Rotuma and blew the coconuts flat. But



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Tourists may book at Qantas, Sydney, or write direct to Bob Zeelen, Hotel Wau, Wau, New Guinea.

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perhaps the Inland Revenue Department, which brought all this on, was not including copra producers in its report when it said that 33 individuals in the Colony received £220,000 between them.

This amounts to £6,600 each—but between them they *paid* £68,000 in income tax, which is over £2,000 each.

Other interesting items in the report were that, in all, Fiji taxpayers contributed £1,473,000 to the Inland Revenue Dept.; and that 979 tax defaulters owed the Dept. a total of £40,000.

But maybe the most interesting observation of all was the threat that "if the difficulties of collecting tax continue and increase, it is proposed to seek the introduction of some simpler form of tax collection".

The simplest way of doing that, of course, is to cut the whole thing right out.

Lost in Wild Pig Country

It is not only Islands ships that get lost; Islands men do, too—and right close to home.

In late July, 60 police and an aircraft searched for two days for James Ettles, sawmiller, of Boroko, who was lost in bush 17 miles from Moresby. Ettles finally found himself and hitchhiked his way home. He said he went into the bush looking for natives who worked in his mill; he blacked out, and when he came to it was dark.

He stayed where he was that night, but spent the next day looking for the Brown River road. He found it on the morning following.

A lot of things have changed in Papua-New Guinea. But one of the things that apparently has not is the belief that Europeans should not go into the bush without at least one native. There were fears for Ettles' safety because that is pig country. If he had been injured and unable to help himself, the wild pigs could have had the last say in the matter.

Tahitians Advised to Quit N. Caledonia

Nineteen Tahitian families left Noumea, by Messageries Maritimes liner for Papeete at mid-July, following the New Caledonian labour inspector's warning that there would be little work available shortly for Tahitians and Wallis Islanders.

There are about 2,000 of these people in New Caledonia, some with families, and many of them are already without work. These are living with their more fortunate compatriots, but in New Caledonia, where the cost of living is very high, even traditional Polynesian hospitality could not cope with that situation indefinitely.

The position for the Wallis Islanders is particularly serious. Their home islands are dependant only on copra for a cash income—and, of course, that is bringing in decreasing returns these days. The native diet is fish, taro, yams and manioc. After living in Noumea for a while, few Wallisians seem to wish to return to it.

Cook Islands On Film

Three members of the NZ National Film Unit arrived recently at Rarotonga on the *Maui Pomare*. They are Messrs. Bouie, Oakley, and Pomfrey-Brown, and their mission is to produce a 35-mm. colour film for world distribution. This, it is hoped will show progress in the Cooks.

The party were to travel through the Southern group on board the *Maui Pomare*, and then spend a full month in Rarotonga.

The cameramen will likely be in the Northern groups later in the year.

(Over)

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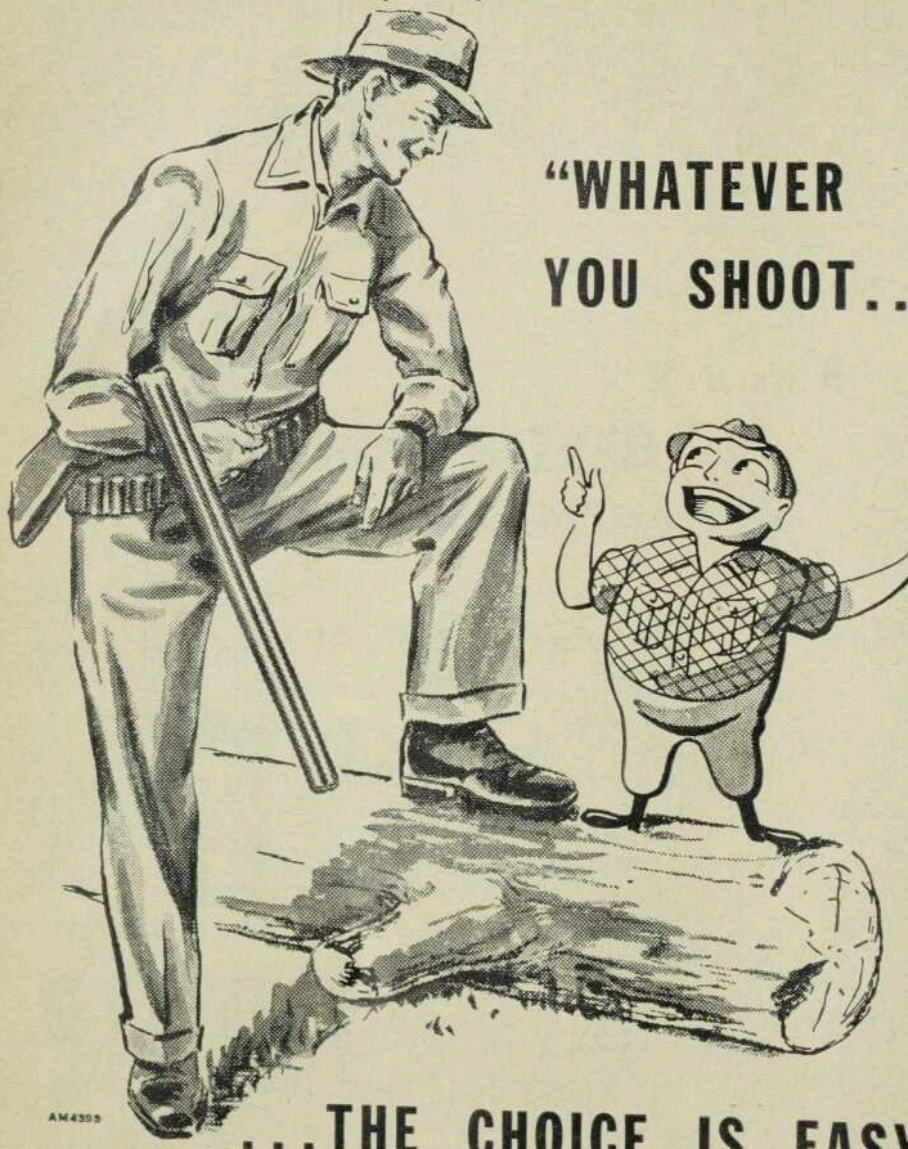


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NZ is Out After Fiji's Trade

Having been sent to explore trade possibilities in Fiji—and carrying many boxes of samples, eagerly supplied by NZ manufacturers—Mr. K. W. Davies (a district officer of the NZ Department of Industries and Commerce) returned to Auckland late in July "convinced that any manufacturer that caters for the Fiji market will sell goods there".

"I received the greatest courtesy and consideration in Fiji," he said, "and I am convinced that this gracious, friendly Colony would indeed welcome greater attention from New Zealand."

Actually, it would be a good thing if NZ gave Australian traders a little sharper competition. The present situation is cockeyed.

Australia buys little from Fiji; but sells Fiji each year goods worth many millions of pounds. New Zealand buys Fiji bananas running into a very large sum per annum, and sells little to the Colony.

It is vital to Fiji's economic set-

Rarotonga's Lady Dogs for Big Op.

The Rarotonga Islands Council concerned itself with an unusual subject at its June meeting—the desirability (or not) of spaying female dogs.

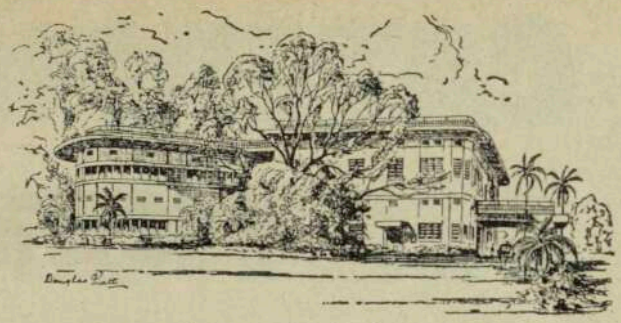
Almost a year ago, the Council passed legislation to rid the island of stray dogs. For years Rarotonga had been plagued with starving and diseased animals which were a danger to public health and a menace to road users.

Most of the other Cook Islands already had laws in force which either prohibited dogs altogether, or allowed only males to live. The Rarotonga ordinance decreed that all female pups were to be destroyed immediately after birth, and all adult female dogs by August, 1958.

Since then owners of healthy female dogs have requested that their pets be allowed to live, providing that they have the animals spayed.

The dog-lovers have won the day. An amendment to the ordinance was passed which allows owners of healthy, spayed female dogs to keep their pets.

It is not yet clear, however, whether the Health Department will accept the additional work of doctoring bitches; or whether the owners will have to club together to import a veterinary surgeon from New Zealand.
—WHP.



Hotel Cecil, Lae

The kitchen, under the control of Chris Alexiou so widely known as chef to the patrons of Caprice and Princes Restaurants in Sydney and the Royal at Hayman Island, provides a cuisine that will satisfy the most fastidious.

Evening meals are available from 6.30 p.m. onwards for visitors in addition to house guests.

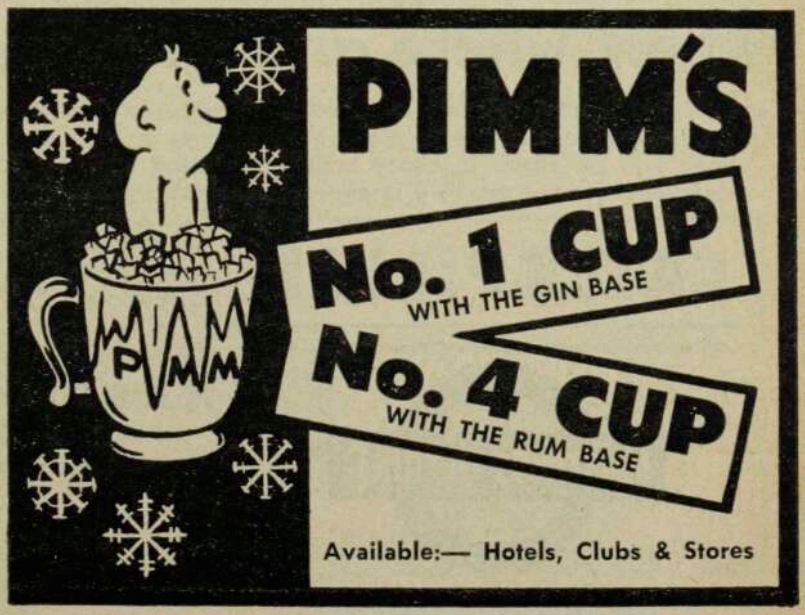
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up that Fiji expand the overseas market for her products. A bit of pressure on Australia might accomplish something. Why should Sydney and Melbourne be compelled to eat the miserable things distributed as "NSW coastal bananas" (retail price 3d each) when Sydney and Melbourne would be very happy to receive the excellent bananas grown in Fiji?

Past, Present, Future of Fiji's Native Policy

With the Fiji administrative machinery approaching a fundamental change, there should be special interest in a paper which will be presented in Adelaide this month, at the meeting of the Australian and NZ Association for the Advancement of Science.

The paper is "Sir Arthur Gordon's Native Policy in Fiji", and the writer is Dr. O. W. Parnaby, of Auckland University, who has devoted considerable research to the subject.

This policy represented the introduction of indirect rule of an indigenous people through native councils; and when Gordon became Fiji's first Governor in 1875, he initiated this plan and put it into operation. Twenty years later, it was adopted and established by Lugard in West Africa, and in other African possessions; but, according to Dr. Parnaby, the full credit should go to Gordon.

It is to be hoped that Dr. Parnaby will examine the effect of this native policy now against the background of developments never foreseen in 1875—namely, the establishment of the sugar industry in Fiji, the introduction of a numerically larger Asian population, and the arrival of Fiji at the point where a considerable measure of self-government becomes vital to its economic and social welfare.

Cook's First Speed-Cop Pays Way

In early June, the Police Department of the Cook Islands imported a 250 c.c. Velocette motor cycle for traffic control, and Constable Teokatai Mapu Katu became the Group's first speed cop.

Within a month Katu made two arrests for dangerous driving, and one for speeding. His demands for the production of driving licenses has resulted in increased revenue for the Police Department.

In 1952, there were 161 licensed motor vehicles in Rarotonga, now this figure has grown to 411.

Most of Rarotonga's 16,500 acres are composed of ridges of bush-covered, volcanic hills, which leave little space for roads. The main road, which links the villages, follows the 21 miles of coastline, and there are secondary roads used by motor traffic, but the majority of the traffic is concentrated on about 14 miles of coast road between Titikaveka, Arorangi, and the central settlement of Avarua.—WHP.

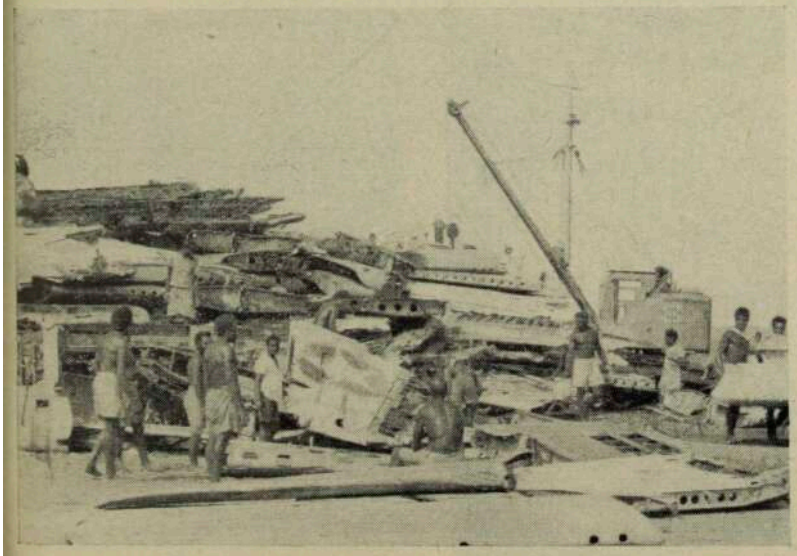
Night Landings to Continue at Nadi, Fiji

The tempo of operations at Nadi Airport, Fiji—where £3,000,000 (NZ currency) is to be spent in two years, to bring the airport to a standard where it can accommodate new jet planes—has speeded up.

There were about 50 New Zealanders, plus large numbers of Fijian and Indian workers, at work there in August. Much of the heavy equipment for the airport reconstruction, and the materials needed, were arriving in Nadi Bay by ships, and a new jetty, and quarters for native labourers, have been completed.

Most of the survey work has been done, and earth-works on a big scale were in progress in mid-August.

It was feared, at first, that night-landing of planes would have to cease at Nadi for a while, owing to the extensive nature of the reconstruction; but it was reported at the end of July that the problem had been overcome by placing lights about one mile out to sea, to guide aircraft safely onto No. 2 runway. Work on the main runway should be completed by February, 1959.



This big pile of scrap was loaded into the Panamanian vessel "Amonea" at Honiara, BSIP, recently—but the whole lot did not weigh very much. It was aluminium scrap, mostly wings and body sections from planes that were written-off in the fighting in the Solomons in 1942-44.

Valuable S. Pacific Records in N. Zealand

Much South Pacific history is contained in the famous Turnbull Library, of Wellington, NZ, the library of the Polynesian Society of NZ, and the library of Auckland University.

Some members of the Polynesian Society apparently are anxious about the future of their library. Others would like to see all the books and records brought together in one institution, like the Turnbull Library. The Department of Internal Affairs now is prepared to take over the Society's library, and house it in the Turnbull Library—an idea which seems to have much merit—but a section of members is unfavourable.

The Society's library is now valuable and unique. It has been accumulating since 1892. A good deal of the material, of course, is duplicated in the Turnbull Library.

Modern 'Phones to Cost £20,000

Coming into line with most of the South Pacific towns (which, in the past five years, have discarded

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their inefficient and maddeni manual telephone systems), Weste Samoa is about to instal automa telephones in Apia.

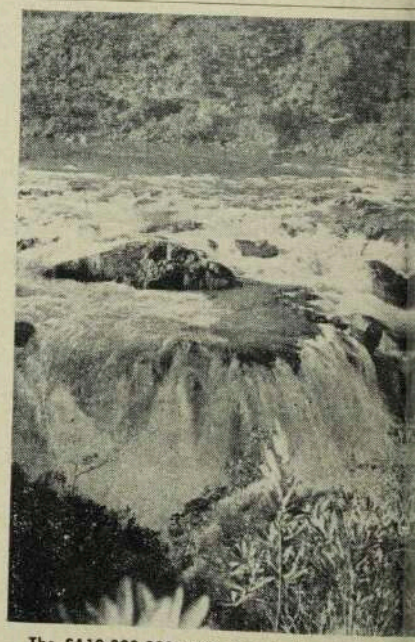
But it is having some difficu in providing for payment—a mat of £20,000 (NZ).

The former Legislative Assemb made the decision and gave t order. The new Assembly a favours the modern system; but t new Assembly has very little mon for capital works of any kind. at first considered cancellation the order; but finally decided to on with it, and try and raise special loan of £20,000.

Shrinking Demand for Low-Grade Copra

The world demand for coconut is as large as ever, and it grow as world population grows. B that does not apply to all grad of coconut oil.

The Fiji Department of Agr culture has issued a warning, in booklet for coconut planters. Th only certain market, it says, is f good quality oils. There is growin uncertainty about the poor grades oil and copra.



The £A10,000,000 Yate dam in New Caledonia has been undergoing its first tests. The water level late in July was at the 20 metres mark (ultimate height 75 metres—about 230 feet) and the test was regarded as satisfactory. The first casualty has been the beautiful Yate river falls, shown here. They are five miles back from the dam, but have already disappeared as the river backs up. Work in the dam is actually some months behind schedule due to the flooding of the dam site a few months ago. Because of this delay, filling the dam has commenced in what is normally New Caledonia's dry season. Delay to the dam will in turn cause delay in getting the new smelters into Noumea into full production.

Photo: F. E. Dunn

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There Are Over 100,000 Samoans

The annual report of the New Zealand Government on the Trustee Territory of Western Samoa shows the estimated population on December 31, 1957, as 100,455.

This, probably, is the most remarkable recovery of an indigenous population in the South Pacific Islands, most of which suffered grievously under impact with Europeans.

In 1839, Samoa's population was estimated at 46,600. The first census taken by the Germans, in 1906, showed 33,478. Many thousands had been killed by a measles epidemic in the '90's.

The black 'flu in 1918 killed 7,000 Samoans. When New Zealand took over in 1921, there were only 33,000.

By 1930, the population was 40,000. Natural increase in the last 27 years has been steady and rapid.

The 100,000 includes some 650 pure Europeans, and about 7,000 part-Europeans, most of whom have status of Europeans.

Apart from the Maoris of NZ, the Western Samoans are the largest Polynesian community. There are also some 15,000 Samoans in American Samoa.

This is the largest one-race community in Polynesia or Micronesia—all other Territories have large communities of other races. The Chinese community was removed from Samoa over 20 years ago.

"Synthetic detergents are rapidly superseding many of the soaps that formerly were prepared from vegetable oils," says the writer. "The markets for low-grade vegetable oils customarily used for soap-making are shrinking."

The copra producer, for his own sake as well as for the protection of the industry, must strive constantly for higher quality.

No Bikinis for Suva's "Miss Hibiscus"

This year, Fiji's Hibiscus Festival (begun as a small one-day event three years ago) will last from September 27 to October 4, and is now a major tourist attraction.

Events will include a searchlight tattoo, procession of decorated floats, swimming carnival, sailing regatta and an agricultural show.

Highlight of the week is the choosing of "Miss Hibiscus". This competition is open to girls of all races. Unlike similar events elsewhere, the girls do not parade in bathing costumes. They wear summer frocks or evening dress.

Head of Clan Once Lived on Misima

Chieftain Thomas McNeill, of Isle of Barra, in the Outer Hebrides, head of the Clan McNeill, is back in Australia, rallying an estimated 400 Australian McNeills, to join the known 500 in Scotland. He is 79, and a hearty type who wears the kilt and the bonnet.

In Brisbane, there was a happy meeting between Chieftain McNeill and Mr. George Munt, of Misima. Mr. Munt knew "Tom Neill" well when, away back between the Wars, he was the engine-driver of the little train which ran, on Misima Island (Eastern Papua), between the wharf and the goldmines.

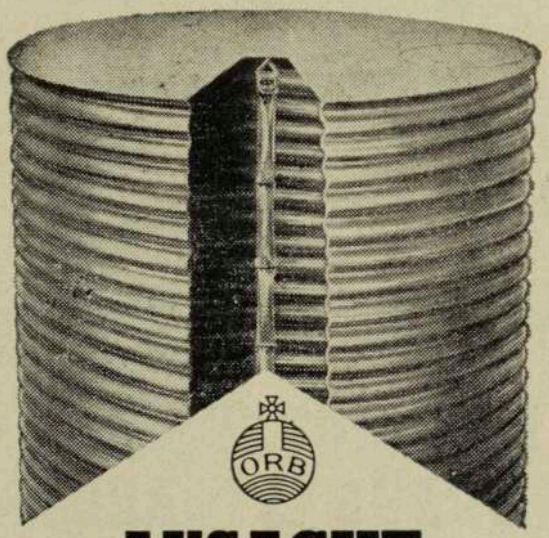
Sheep in New Guinea Highlands

Despite handicaps imposed by the steep tropical sun, plus others peculiar to New Guinea, the directors of the Nondugl Trust, established by Sir Edward Hallstrom in the New Guinea Highlands, still have faith in their sheep-breeding project.

Of the 100 breeding-ewes donated this year by Sir Edward, 96 (from Kimo Station, Gundagai, NSW) arrived at Nondugl in good condition, in May, after a ship-journey to Madang, a plane-journey to Minj, and a 16 miles walk from Minj to Nondugl.

Most of the new-comers dropped lambs in good condition, and these have been added to the lambs from the flock already there.

Cattle increasingly are doing well in the Highlands, and in Papua and New Guinea generally; but most observers still regard sheep-farming there as in an experimental stage.



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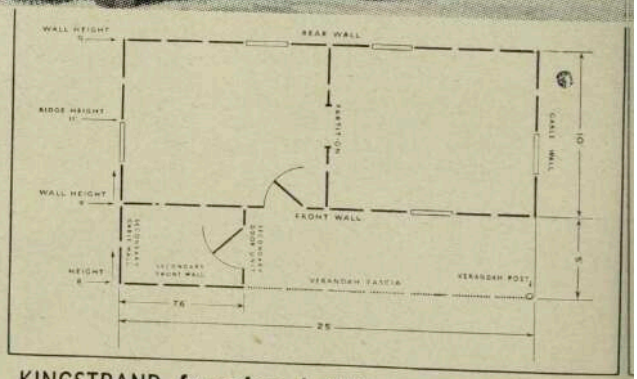
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Coathanger — Like Sydney's

Hornibrooks Construction Co. has almost completed the bridge over the Brown River, 20 miles from Port Moresby, and reports are that it looks "just like Sydney's Harbour Bridge".

Homesick Sydneysiders living in the Territory are unlikely to be comforted, however—even though it is of the steel, single-arch construction type.

The bridge will allow the important copra producing district of Kanosia to be linked with road to Port Moresby.

Hornibrooks are now experienced P-NG bridgebuilders. They built the 1,760 ft. bridge across the Markham River, about 10 miles out of Lae, and in spite of all the dire forecasts, the bridge is still there and so is the unpredictable Markham which makes a specialty of changing its course.

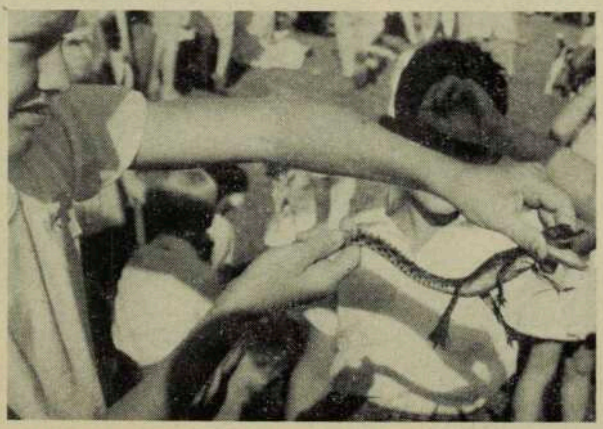
Lae's Pet Show

Dogs in Lae, NG, have been having a "tough trot" lately.

They have been chased by native police, rounded up if found on the streets after hours, put into gaol and, if not claimed within a certain period, just exterminated.

But they came into their own on July 12, when the Lae Hockey Association held a Gala Children's Carnival in the European School playground, and invited all the dogs and pets along.

There were prizes for the largest pet, smallest pet, nicest dog, cutest pup, best kept cat, prettiest kitten, and the most original pet. And out they came, the greatest collection of washed, polished and deloused dogs Lae has ever seen assembled. There even was among them a couple which had done a "stretch"—but lost their hang-dog look and wagged their tails with the best of them.



This is Ian Hendrick and his ferocious pet. During the visit to Lae of the French Frigate "Francis Garnier", the puk-puk was shown to some of the French sailors. They were so intrigued with the little fellow that Ian presented it to them.

The "Most Original Pet" section brought to light some rarities, amongst which was Jennifer Ashton's prize-winning Tiger Cat; tortoises, Cus Cus, and a very hungry-looking puk-puk brought along by Ian Hendrick. Ian assured us that the small croc. was well fed on fish heads; but the look in the small creature's eye did not augur well for small fingers placed too close to it.

Passage Blasters at Work Again

Work of blasting a passage through the reef into the lagoon at Atafu, in the Tokelaus, will begin at the end of August. It may be finished by December. Atafu will be the second of three Tokelau atolls to be so treated.

The blasting of the first, at Nukunono, was finished a few months ago, although work is still going on to build cut-off walls each side of the new passage, to control the speed of the water through the channel.

Work on the third atoll passage, at Fakaofa, will start next year.

The job due to begin this month at Atafu will result in a passage 45 ft wide and 500 ft long. Like the others, it will enable the local surfboats to go out to meet the schooners at low tide—instead of only at high tide as at present.

NZ Works Ministry man in charge of the three operations, Mr. Alan Prichard, estimates that schooners will be able to save three to three and a half days of loading time in working the three atolls when work is completed—and make a saving of £150 a day. However, savings will not begin until the cost of the passage blasting pays for itself—which should be in about three years.

Prichard was in Apia in July, recovering from a leg infection picked up in the Tokelaus, but expected to be back in the group by mid-August.

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The Handbook of Papua and New Guinea, 2nd Edition was published last month and is now on sale throughout the Pacific Islands and Australia. Price is 10/- (posted: 1/- extra within British Empire; Foreign, 1/9) or $1.50 U.S. (including postage).

Comprising 288 pages, with a special map of the two Territories, it contains all details of the administrative and commercial organisation in both Papua and New Guinea, plus a complete list of all European residents.

There is a description of each of the 15 Districts, with some local maps; a list of all Departmental officers, showing correct names, titles and positions; lists of all trading firms in each District; details of all communications—such as airfields, radiophone networks, timetables; lists of fees and taxes; the Customs tariff.

The structure of the Administration is described, with an outline of the activities and responsibilities of each Department.

A section is devoted to the Statistics of the combined Territory.

There are particulars of commerce and industry, and of the Missions.

This is a Handbook which any person dealing in any way with Papua and New Guinea must have on his desk.

Copies may be obtained at most bookstores in Australia; at all stores in Papua and New Guinea; and from the publishers

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or from the Papua-New Guinea agents: **Pacific Publications (NG), Ltd., Theatre Block, Fourth St., Lae, NG.**

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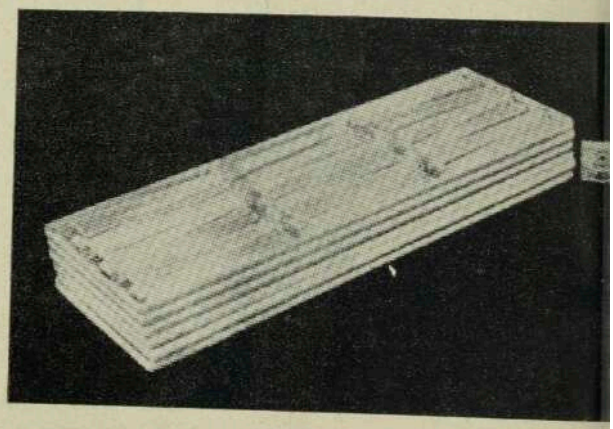
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How Fiji was Freed From Fly Nuisance

Fiji is relatively free from flies, although 30 years ago they were a nuisance and a menace to health.

How they were cleared is told in an article in the South Pacific Commission's Quarterly *Bulletin* by the man responsible, Mr. Hubert W. H. Simmonds, formerly a Government entomologist in Fiji.

He writes: "Early accounts bear witness to the appalling abundance of houseflies in certain of the Pacific Islands. They were accompanied by a general incidence of typhoid and severe epidemic outbreaks of various types of dysentery. There was also much eye disease among the Fijians, often leading to blindness. Many wound infections must have been due to these pests".

In 1911 the housefly was a prevalent and dangerous pest and Fiji was anything but a healthy place in which to reside. Towards the end of 1927 flies were in such numbers in Suva that he decided to explore the possibility of introducing parasites or predators which might exercise some measure of control over them.

After a series of experiments Mr. Simmonds found just the insect required—a beetle which could consume from ten to twenty full-grown fly maggots in 24 hours.

Strong colonies of these beetles were introduced into Fiji. Six months later they were well established. The beetle is now widely spread throughout the Colony, and there has been a very marked reduction in the fly pest.

The Director of Medical Services, Dr. P. W. Dill-Russell, in a foreword to the article, describes it as worthy of world-wide attention. He says the pioneer work of Mr. Simmonds deserves the widest recognition and comments: "The menace of the housefly to health cannot be over-emphasised. Public health workers have spent much time and effort in attempting to devise means whereby this pest can be eliminated".

Aircraft—They Come in All Kinds at Lae

Lae airstrip, New Guinea, sees them all—from old faithful (DC3) to pre-war Junkers; a range of single-engined Curtis-Robins, Stinson, L-5's, Tiger Moths, Proctors, Austers, Norseman, to the latest Otters; Cessnas, Lockheed-Hudsons, See Bee, Super Convair, and the Skymaster. And on July 10, the latest visitor flew in and was made welcome.

This aircraft, a twin-engined Dove, was on a 12,000-mile delivery flight from England to Australia, for the Australian Flying Doctor Service.

The aircraft had flown from London via France, Syria, and through India, Siam and Singapore.



Mrs. Cleland, wife of the Administrator of Papua-New Guinea, Brigadier D. M. Cleland, among the tea-cups at the Red Cross Kiosk, in Taurama Road, Port Moresby. Mrs. Cleland opened the Kiosk, which is an adjunct to the new hospital. —Papuan Prints Photo.

De Havilland's Australian sales manager, Mr. Rollo Kingsford-Smith, piloted the plane, and was accompanied by Mrs. De Havilland and a QEA Super-Constellation captain, Capt. "Buddy" Myers and Mrs. Meyers. Captain Meyers took a busman's holiday on the trip when he acted as the plane's radio operator.

After leaving Lae, the plane flew direct to Cairns. (Over)

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Nadi's Control Tower Sound-proof, Air conditioned

Work started in August on the new control tower for Nadi airport—part of the new reconstruction programme that will bring the Fiji airport to modern jet standards.

The new £34,000 tower has been designed in the Government Architect's office, NZ Ministry of Works. Architect in charge is Mr. W. F. Ponder, who is well known in the islands for his work on many NZ Government projects undertaken in the Pacific over the last 10 years.

The tower is air-conditioned and has a double glass shell designed to keep temperatures constant, and also to keep out noise of jet engines. The outside glass skin is of a special heat-resistant glass, and the inside one is armoured.

A stream of air passes continuously between the two glass shells to prevent condensation. Special research was undertaken to design the glass cab so that it produced the least number of reflections—a problem which exists in some cabs with sloping glass windows similar to the one at Nadi.

The cab is of structural steel on a reinforced concrete base, and there are living quarters for the operators. The estimate does not include cost of technical equipment, including radio aids. The new tower is being built adjacent to the Nadi Club.



How Nadi airport's new control tower will look. See story at left.

Pharmacists of Fiji Unite

The chemists of Fiji, seeking a voice in affairs which concern them, got together at the Lautoka end of Viti Levu, in December, 1957, under the leadership of William Charles Branchett, Ph.C, MPS, and formed a professional body. They called it the Fiji Pharmaceutical Association.

At the end of April, a general meeting of all pharmacists in Fiji was held in Suva and at this meeting the name of the new society was brought into line with overseas practice and changed to Pharmaceutical Society of Fiji.

At this meeting, also, the whole council stood down and new elections were held. Office bearers for the next year are: President, W. C. Branchett; vice-president, Mr. B. Southwick; secretary-treasurer, Mrs. Stone; committee, Mr. G. Mouat, Miss Mary Maslet and Mr. Hari Prasad.

The Director of Medical Services in Fiji was elected to Honorary Membership.

One of the chief aims of the new Association is to suppress malpractice and to encourage a high standard of professional ethics.

The report is that members are supporting the organisation with much enthusiasm.

Change for BSIP Trade Corporation

Mr. R. J. Lotze resigned from the position of Manager of the British Solomon Islands Trading Corporation in June.

Present indications are that a new manager will not be appointed for some little time and meanwhile the affairs of the Corporation are being handled by a Management Board, consisting of three Government officials and a Honiara housewife.

Mr. Lotze took over the management in 1951, when the three tumble-down war-time relics, used as offices and store, were known as the Government Trade Scheme.

In 1956 saw the separation and setting up of the BSIP Ports Authority, and in 1957 the acquisition of Mr. K. H. Dalrymple-Hay's Mendana Avenue store.

Following this purchase the sea-front premises were soon vacated and Mr. Hay's store utilised as the main store and the then recently completed Blair Buildings used for offices.

65 Want To Be Barmaids

Would you like to be a barmaid in New Guinea? If you would not, there are plenty who would. Sixty-five, to be exact. When the proprietor of the hotel at Wau recently advertised for two barmaids in a Brisbane newspaper, he received an avalanche of applications, plus photographs.

Only two of the 65 applicants were professional barmaids; the others were nurses, shop assistants and clerks.

Applications have now closed and two have been chosen. Whether experience or good looks won the day, we do not know.

French Ships and Planes Visit Around

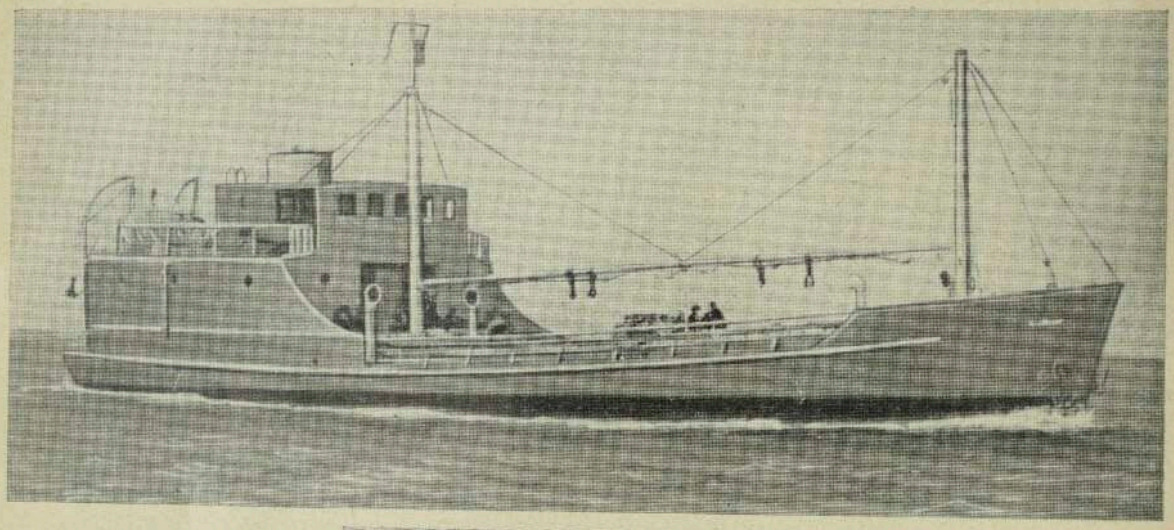
A French Lancaster aircraft landed in Honiara, BSIP on July 22 in the course of survey work.

The plane, one of three used by the French in air-sea rescue work in the Pacific, was studying local conditions between Noumea, Solomons and New Hebrides.

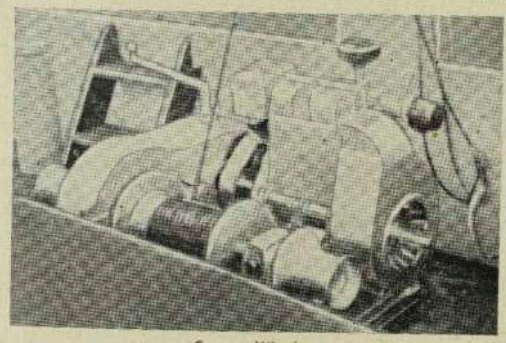
The 2,000-ton French naval vessel *Francis Garnier* also arrived at Point

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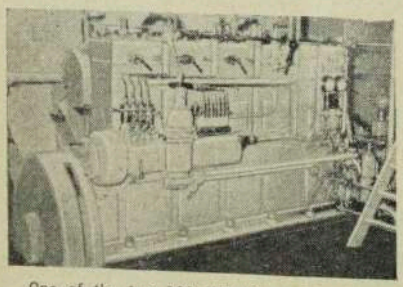


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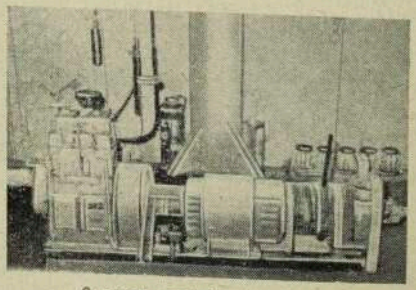


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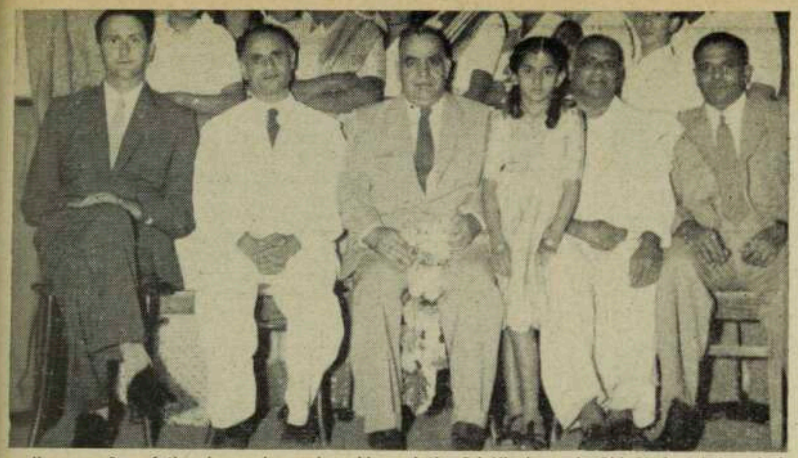
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Here are five of the six speakers who addressed the Sri Vivekananda Old Students' Association of Fiji, in the Suva Town Hall on June 21. They are, seated from left to right, J. Denniels, A. D. Patel, Commissioner K. D. Bhasin, Swami Rudrananda, and R. B. Ramroop (Mr. C. S. Brocket not shown). Swami Vivekananda was an Indian religious leader of the latter half of the 19th century, and June 21 is the anniversary of his birth. The speakers each dealt with some aspect of Vivekananda's life and work amongst the poor of India. He is credited, not only with spiritual leadership, but with moulding the minds of those who founded the modern national movement in India. —S. M. Mudaliar.

Cruz on August 1. Formerly the Italian *Eritrea*, *Francis Garnier*, with Rear-Admiral Toulouse Lautrec, Commander of French Naval Forces in the Pacific, on board, was making an informal 36-hour visit to Honiara.

Football and tennis matches were arranged between the ship's crew and local teams and a display of native dancing was given in the evening.

West Solomons Producers Get Together

An Association, known as the Primary Producers' and Trade Association, with headquarters in Gizo, has been formed in the Western Solomons.

Its function is to express the needs and opinion of the Western Districts of the BSIP Government. It is hoped that the Association will be a forerunner to a Chamber of Commerce.

Members are Messrs. J. H. Page, V. E. Forbes, N. Scott-Elliott, R. Yates, G. Forrester, R. G. Hodge, A. E. Palmer, A. T. Hughes and K T. Wong. Mr. C. F. Meaker is Honorary Secretary.

Angle Parking and Progress for Wewak

Progress brings its own problems, and when small towns have parking problems it's a sure sign they are expanding.

Wewak, New Guinea, is the latest of the fast growing centres in the Territory to try out angle parking to offset traffic congestion.

At a meeting of the Town Advisory Council in July, it was moved by Mr. Hirst, seconded by Mr. Seto, that:

"The Council recommends that angle parking be tried in the shopping area for a period of one month, and the old compound site be prepared to cater for any overflow that may occur in busy shopping periods."

Now They Have a Garden Society

Enthusiastic garden lovers turned up in force at the inaugural meeting of the New Guinea Horticultural Society, which was held at the Public School, Lae, on July 15.

Specially invited to assist in forming the Society was Mrs. D. M. Cleland, wife of the Administrator, who offered valuable advice and suggestions. Nominations were called and office bearers appointed. (Mr. K. White is president).

Visitors from Wau were particularly interested, and it was suggested that a sub-branch be formed there and at other centres. Mrs. Cleland informed the meeting that it was the aim, at a later date, and after various sub-branches had been formed, to form the societies into the Association of P-NG.

Mrs. Cleland told the meeting of the activities of the Port Moresby Society and pointed out the benefits to be derived from such Societies. All were agreed that anything that Port Moresby could do, Lae could do better.

Tapu is Now Removed from Aoniu

True to Tongan tradition (for good luck) Queen Salote was the first woman to board the Kingdom's smart new 500-ton copra ship, *Aoniu*, and the tapu is thus now removed (*PIM*, March, p. 107).

It happened at Nukualofa at 10.30 a.m. on July 21, when the *Aoniu* arrived from the Dutch builders with a Dutch crew, via Panama and Pago Pago. If any woman had been aboard her until then, the Kingdom of Tonga had never heard about it.

Prince Tungi was on the bridge during the final run from Pago, where he arranged to have the ship repainted white and grey after her long voyage. He made a speech on the wharf at Nukualofa to a great throng which included the Queen and women of high rank.

The Prime Minister presented the

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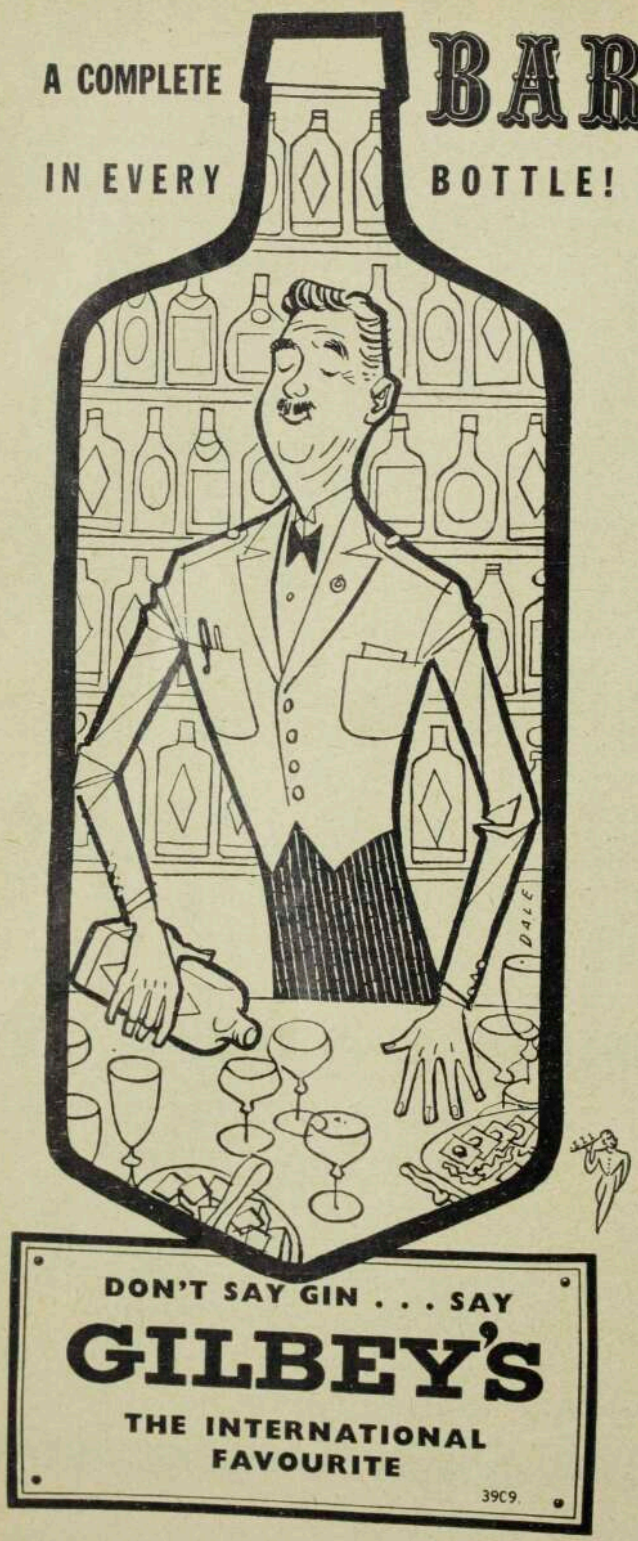
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Queen with a key to the Royal su
aboard the *Aoniu*, with the prom
that it would "always be at her d
posal whenever she wished
travel".

As the Dutch flag was lowered
the strains of the Dutch Natio
Anthem, the Royal Standard w
hoisted and Queen Salote stepp
aboard.

Inaugural celebrations—includi
a harbour cruise, a feast, danci
(there was a new stick dance pr
sented), and a cocktail party—to
up Nukualofa's next 12 hours.

The *Aoniu* went to Suva a f

NIUE MAY GO ON THE MAP

Niue Island, east of Tonga, is shortly to receive a little much-needed publicity. A three-man team from the New Zealand National Film Unit (at present in the Cooks) will arrive there to put the island's activities on film, for general distribution.

Niue, administered by New Zealand, is probably best known in the Pacific for the quality of its basketware, and its hats, which are finely and painstakingly woven.

Large quantities of Niue basketware sell in New Zealand, and many Niue people migrate to New Zealand, yet comparatively few New Zealanders know much about the little rocky island.

The film may fill the gaps.

days later to drop the Dutch cre
off for their return to Holland.

The new skipper, New Zealand
Thomas Neill, has a three-year co
tract, seven officers, ten men, a
room for eight saloon passenge
and 400 tons of copra.

Queen Salote's suite, below t
bridge, is additional to the salo
accommodation. She has her ow
lounge and a well-furnished stat
room with a double bunk.

Attached are separate toil
arrangements, including a marb
backed wash stand. Walls of th
lounge and stateroom are cover
in a leather-type plastic materia
contrasting with the natural woo
of the furniture.

Chairs are upholstered in plasti
There is a thick pile carpet. A dum
waiter connects the lounge with th
galley below.

And Another Glamour Ship For Tonga in August

Tonga's new *Hifofua*, £T125,00
worth of ocean-going tug, was dr
to be launched in Holland in la
August by the same shipyard th
built Tonga's newly-acquire
luxurious copra ship *Aoniu*. The oo

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wooden *Hifofua* will be offered for sale.

The new steel one will be used as a general runabout (there are even some hopes in Tonga that she may be called upon to salvage a ship in distress occasionally—somebody else's ship, of course). She may, too, be used in conjunction with four new steel barges ordered from Britain at the cost of about £5,000 each (two of which were in service in July, and the others were expected any day).

Tonga has some plans to develop Eua Island, near Nukualofa, for timber and bananas, and the barges would be involved in that, according to the latest plans, anyhow. They would also be used to speed up the discharge of cargo at Nukualofa, unloading on to the wharf and into barges at the same time.

Mixture As Before In Norfolk Is.

The four sitting members of the Norfolk Island Advisory Council—Messrs. W. T. McCoy, L. D. Holloway, W. M. Randall and N. C. Christian—romped home at the elections on July 23. Local residents evidently believe that experience is better than new blood at this stage of NI affairs, when the Island has been promised more self determination.

The four other candidates who offered themselves for election for the four wards were: H. L. Christian, G. G. F. Quintal, W. W. Sanders, and F. J. Needham.

RSL Will Discuss Loan Scheme

More than 200 ex-servicemen living in Papua-New Guinea hope to benefit from the settlers' loans scheme to be introduced in the Territory, the State Secretary of the Returned Servicemen's League in the Territory, Mr. J. V. Knight, said at end of July.

The Commonwealth Government recently announced a scheme whereby ex-servicemen if selected could borrow amounts up to £25,000 to settle land.

During a visit in August of the national executive of the RSL this scheme will be discussed at a rural conference.

A party of nine officials of the RSL are due to arrive in Port Moresby from Australia by air on August 24.

Investment Opportunities in New Guinea

Sydney *Sun*, of July 3, published an article by a leading stockbroker, who had made an extensive tour of Papua and New Guinea and was "profoundly impressed" by what he saw.

He found much evidence of sound economic development, and was struck by the wealth-producing industries which were opening up. He quoted the values of copra and cocoa production; the evidence of prosperity; the new loan scheme for servicemen-planters; and said:

"This . . . to show the potential wealth of the Territory, especially when it is considered that the output of cocoa alone will be about 7,000 tons by 1960.

"With cocoa and copra prices maintaining a reasonable level, the years ahead could mean considerable prosperity . . . Investors should now seriously consider directing some of their funds in this direction."

COMMENT: Investors, before they go much further, should also "seriously consider" these facts, which the stockbroker's survey ignored:

- Fifty per cent. of the "prosperity" which the casual visitor notes in New Guinea is provided by Australia's free gift to the Territory each year of about £9 millions.
- The present Australian Government's consistent policy is one of discouragement of the individual European settler, on the ground that there is little suitable land available, surplus to the future estimated needs of the natives.
- Because of the official attitude towards European planting enter-

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prise, there has been comparatively little new planting of coconuts since the war—probably not enough to maintain present copra production.

• The recent decision to make special loans available to ex-servicemen comes ten years too late—most of the first-class men who were clamouring for land and financial help after the war have been discouraged by official indifference, and gone elsewhere.

• Because of lack of land, any worthwhile agricultural development by individual enterprise will be carried out by natives (mostly in co-operation)—and there is little field for investment there.

Samoa's Flag of Freedom

When West Samoans heard that NZ Prime Minister Nash had offered $100,000 of Colombo Plan aid to Thailand, they were incensed. That is, according to Mr. Kinsella, MP, a member of the Opposition.

But it is old stuff politically. When Mr. Kinsella's party was in office in NZ (until six months ago), people in NZ's Pacific dependencies were always resentful when that Government contributed to the Colombo Plan Aid. Whatever New Zealand is able to do for Asia is only a drop in the bucket, but so far no Australasian Government, whatever its political colour, has been game enough to refuse to play.

About the same time as Samoans were allegedly feeling resentful about the Thailand hand-out, they had been given a NZ grant of £81,000. But Mr. Kinsella did not mention that.

Mr. Kinsella was a member of t NZ Parliamentary delegation whi recently visited Western Samoa f the opening of the Legislati Assembly. He had other things say about the Territory, particula about its rising nationalism. I said that one speaker had allud to "the flag of freedom (Samoa flying alongside that of Ne Zealand", and hoped that it wou not be long before the New Zeala flag disappeared altogether.

Such remarks, make in Samo and translated into English, have big chance of being misinterprete But if it was what the speak said, it is hard to see why Samoa should be resentful and "fe ignored", as Mr. Kinsella put if NZ does buy Thailand a $100,0 irrigation scheme.

The Farther They Fall the Safer

The vast ocean deeps of the wor has intrigued oceanographers f years—but the interest seemed have little but academic value un the atomic age. They now w come in handy as dumping groun for radioactive waste from atom reactors—including the one at Luc Heights near Sydney.

A great deal of the oceanograp undertaken during the IGY h concerned these huge trench miles deep, in the sea floor. Au tralian, New Zealand and Russi expeditions have undertaken r search in the South Pacific; a the Americans and Japanese—a the Russians—in the North Paci

The best known deep in t South Pacific is the Tongan Tren which runs beside the Tong Group and extends towards N Zealand. At places it has a dep of about seven miles—and accordi to the Russian researchers, it m be even more.

It is just the place to dump u wanted radioactive waste which c remain dangerous for 50 yea Sealed in heavy lead containers a dropped from ships into the depths, it is thought that it w not contaminate edible fish or carried on ocean currents.

So far there hasn't been mu problem involved in dumping radi active waste in the South Paci because there was none to dum But the problem will arise and has been suggested that before does, the countries bordering t Pacific get together and agree the best places for dumping it, a how.

Recently a RAAF plane flew o from the North Queensland coa and dumped two lead containers the atomic waste from the U bomb explosions that took place the Montebello Islands (West Au tralia) about two years ago.

Who has been nurturing th dangerous waste in the interim w not stated, but a number of peop



were not best pleased that it should now be thrown into the sea off Queensland.

Achievements and Research of Late Harold Gatty

Little-known episodes in the life of the late Harold Gatty (head of Fiji Airways, since sold to Qantas) were described by Captain Brett Hilder in Sydney on July 24, in a memorial address, before the Australian Institute of Navigation. The Institute thus paid tribute to a very famous navigator.

Mr. Gatty died in Fiji on August 30, 1957, at the age of 54, after a notable career as a navigator, airman and director of airways. In tracing his history, Captain Hilder brought out some aspects of his character and achievements not generally known.

Mr. Gatty's mother and married sister (Mrs. Martin), who are residents of Sydney, were at the lecture.

Mr. Gatty was an outstanding example of the small-town boy who made good. He went to school at Campbelltown, in Tasmania; and there won a bursary which took him eventually to the Australian Naval College. He left there just before the completion of his 4-years term, apparently because his heart condition was not good. Undismayed, he personally got himself taken into the Patrick Steamship Line (then a rather small show) as a cadet officer, and so got his second mate's ticket.

He served briefly on Union Co. trans-Pacific ships, and it was the influence of his first wife which induced him to seek a toe-hold in United States navigation and aviation.

There are remarkable stories of how he invented a new drift-recorder for air navigation, and of how his brilliant work as a navigator saved the lives of his associate and himself when they tried —and failed—to make the first trans-North Pacific air crossing from Japan to USA.

It was supposed to be an all-American attempt; but USA officialdom faded out hurriedly when it was discovered that Gatty was an Australian and his partner a Canadian.

Gatty remained an Australian, to the end, although his three sons (by his first marriage) are—and always have been—United States citizens.

But Gatty did not like Australians much. After Wiley Post and he made the first circumnavigation of the Northern Hemisphere, and he was world-famous, he teamed up with Douglas (famous plane manufacturer); and tried very hard to induce the Australian Government to allow Douglas to establish a plane-making factory in Australia. The Lyons Government turned him down —a bad decision for Australia, as well as for Gatty—and Gatty never forgot or forgave.

In World War II, Gatty went to General MacArthur's headquarters as Group-Captain, to be liaison officer for Australian air transportation. But—strong-willed and contemptuous of red-tape and frippery—he fought frequently with

Work Starts Soon On Tonga Radio

Tonga is going ahead with its plans for a radio broadcasting station.

£15,000 has been appropriated for a studio, and construction should start soon, the Premier, Prince Tungi, said in Nukualofa in July.

The studio will be in Nukualofa, and the transmitter will be able to cover the group adequately.

School broadcasts will probably be an important part of Tongan programmes, but programme ideas, and transmitting hours, have not yet been fully discussed.

More information on these matters will be gathered before Tonga makes any decision on them.

The Kingdom hopes to begin broadcasting next year.

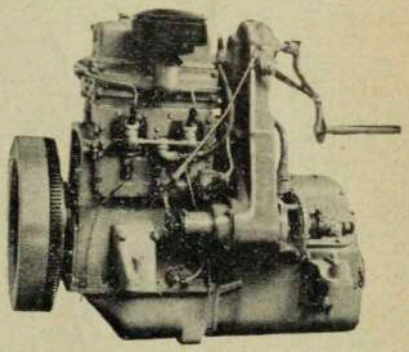
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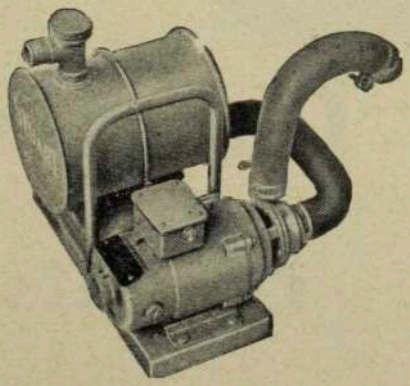
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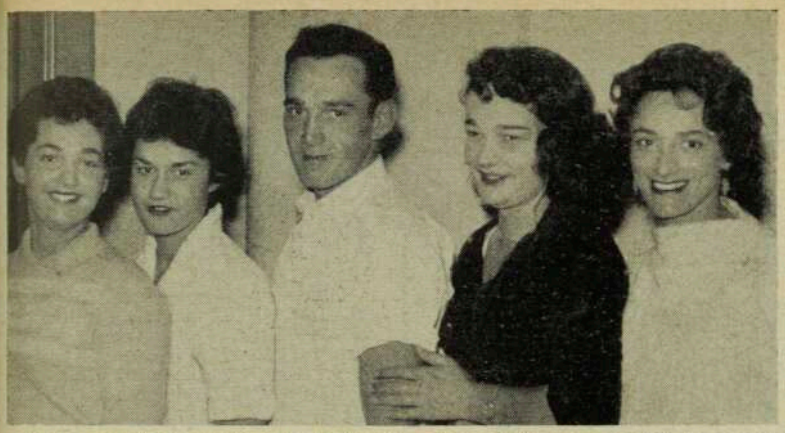


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Four members of the Nobbs family of Norfolk Island (left to right): Geraldine, Kathleen, Albert and Iris, with another Norfolk Islander, Mrs. Mavis Davis—formerly Miss Blucher. They met at a Polynesian Society party in Sydney.—A Tele-Photo.

much of the top brass in RAAF and RAF; and the job ended half-way through the war. Gatty did not forget that experience either.

His surveys of Pacific equatorial islands, his share in the challenges made by USA to British ownership of certain atolls, his introduction of Pan American Airways to New Zealand, his abortive tuna-fishing enterprise in Fiji waters, his organisation of Fiji Airways, his collection of data to show how natural signs (wind drift, migrations of birds, study of rocks and sand and trees) may aid the science of navigation—all these things were discussed in detail by Captain Hilder.

Captain Hilder's research well earned the cordial vote of thanks he received.

Lingual Experts' Blind Work in N. Guinea

Operating from a base camp in Aiyura, in the Eastern Highlands of New Guinea, some 30 men and women of an institution called "the Melbourne Summer School of Linguists" are residing briefly, in pairs, in the Highlands native villages, in an attempt to record the various dialects in phonetics, and then to reduce the phonetics to a simple alphabet.

Mr. R. G. Brown, representing the Institute, told a Reuter reporter in Moresby that they planned thus to translate the New Testament for the use of the natives—and each translation represented years of work.—*Reuter.*

COMMENT: This news announcement emphasises the fact that the P-NG Administration still has no defined policy on the adoption of a common language, or languages, in Papua and New Guinea, through which essential instruction may be given the 1¾ million natives in its care.

The number of separate languages in Papua and New Guinea represents sheer Babel—it is variously estimated that there are from 300 to 700 of them. The big task of educating these natives, and training them for a place in a Westernised world, cannot even be planned until some decision has been reached concerning the number of languages to be established in written form, and what languages. And what place is Pidgin to have in this plan?

Progress towards self-government and an independent national existence was made in Fiji, Samoa and other large Territories after one of the several languages or dialects had been reduced to writing,, and the natives thus were given education and training. This work, almost invariably, was done in the Islands by the early missionaries. Because of primitive conditions and multiplicity of languages, it is a far more difficult task in Papua and New Guinea.

Well-meaning people like this School of Linguists should not be allowed to undertake their kind of activity in New Guinea until their work can be co-ordinated with an Administration plan. So far, there is no plan.

United Arab Republic Is In it Now

Two United Nations Trusteeship missions will visit the Pacific next year—one of the missions making a special visit to Western Samoa, and the other visiting the rest of the Trust Territories, including New Guinea and Nauru.

Members of the mission to visit Samoa will be chosen by France, Britain, India and the United Arab Republic.

What the United Arab Republic knows about the problems of administration in South Pacific Islands should be considerable, we imagine.

The mission to visit New Guinea and other Trust Territories have members chosen by Burma, Italy, Belgium and China—which makes an even more interesting combination.

Worthy Successors of Famed NGVR

Life in the tropics has so many compensations in the social round and sporting activities that few people admit to being bored. One sometimes is hard-pressed to spare even one evening for personal chores and an early night.

The conduct of a group of young men in New Guinea who willingly give up their time to becoming good soldiers, and to encouraging others to join their ranks, is therefore the more praiseworthy.

Following in the footsteps of the NGVR, who won such fame in World War II, these young men of the PNGVR, are equipping themselves for future leadership by giving their time and study to the arts of war.

Recently, on a bivouac into the Atzera Ranges, near Lae, NG—made for the purpose of learning about the country and how to use carrier-lines and locate native foods

Taking Care of Father Christmas

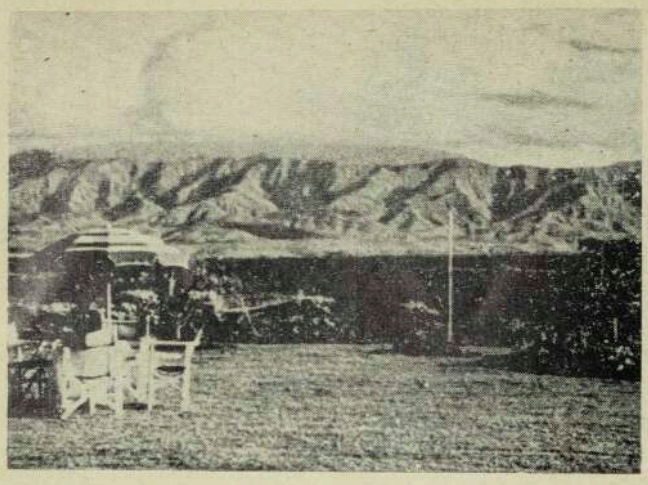
Way back in February of this year, people connected with the local Sub-branch of the RSL, in Lae, New Guinea, started thinking of their children's Christmas party, and the wherewithal to provide the fun. So the Club started a weekly Housie game.

Organised by Club Manager Bill Double, the game started off with a Jackpot which quickly snowballed to £115. This was taken out and the next Jackpot started off at £50.

Excitement was at fever heat when it reached £200, and you had to be at the hall early to find a parking spot for your car and a chair to sit upon. However, it went off on July 16—shared by a partnership of three—and the following week the Jackpot started off afresh at £100, and with two weekly additions of £15, is already up to £130.

And the Children's party? It is well taken care of, and the surplus is going towards a building fund for extensions to the Club—PR.

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View of the Ranges from the Goroka Hotel

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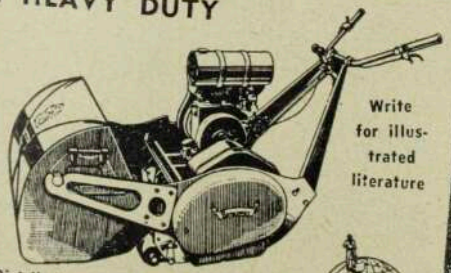
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—the patrol uncovered a number survey pegs believed to have be laid by Australian troops during t war.

During the trip they also fou that the maps which they we using needed revision. On o calculation, taken from the ma they ended up at a sheer precipi over which they had to transpo themselves and their equipment. the situation had arisen in actu warfare they would have had lit hope of survival.

Officer-in-charge of the PNGV in Lae, NG, is Lieutenant B Harvey-Hall, whose family lived the Territory pre-war.

To advertise their being, and a drive for new recruits, the PNGV

More Tuna Fisheries?

There are reports that Japanese interests are looking at both the Marquesas and New Caledonia with a view to developing new tuna fishing establishments. (An establishment that employs a Japanese fishing fleet is already established in the New Hebrides—PIM July, p. 69). There appears to be some opposition to the move from France, so far as the New Caledonia project is concerned, but the reports are that yellow-fin and big-eye tuna have been promising around the Marquesas.

These two varieties are already an embarrassment to the Santo, NH, fish freezer as they are unwanted for the US market—which is the lucrative end of the enterprise, and for which only Albacore variety of tuna are acceptable. The less desirable kinds are frozen and sent to Japan, where they naturally do not bring a high price. The problem is, of course, to get the necessary transport from the NH to Japan—and the problem would be no less from New Caledonia or the Marquesas. A fish cannery at any of these points would be a different proposition—and plans have already been made for this at Santo.

held a barbecue on June 21, a invited Lae citizens to their hea quarters. A bullock was donate and the trimmings were provided members and their wives.

It may have been the kai although Army men pronounc that "Army kai was never like thi —but half a dozen recruits lined u Which proves the old adage thi "it pays to advertise".—PR.

Otter Overshoots At Tapini

One of the four Otter aircra that were recently introduced Qantas' Papua-New Guinea servi overshot the Tapini airstrip Papua in early August and w slightly damaged.

Tapini is one of the most difficu airstrips in the Territory—one en stops near the foot of a mounta peak, and the other has a 180 sheer drop into a gorge. To ma it more difficult, the whole str

runs steeply uphill.

It has been jokingly said by pilots that when coming in to land, you aim about three feet below the lip of the gorge, depending on an updraft to lift you onto the beginning of the strip.

Three people were on the aircraft—which was on Administration charter work—Pilot Ken Montagu, ABC Regional journalist Geoffrey Luck, and Assistant District Officer Ken Chester.

New Guinea Women Carry on Good Work

The two women's organisations in Australia which do much good work for ex-New Guinea women, the New Guinea Women's Club of Sydney, and the New Guinea Women's Association in Melbourne, both recently held their annual meetings and both reported a year of satisfactory work.

The Sydney Club re-elected its office bearers in a body—Mrs. N. H. Foxcroft, its president, for the 12th consecutive year. The other office bearers are: Vice-president, Mrs. J. Edwards; hon. sec., Mrs. June Johnson; treasurer, Mrs. I. Carr; Committee, Mesdames J. Whiteman, N. Laws, Les Clark, C. Bennie and J. Green.

In Melbourne, Mrs. L. Pratt as president, and Mrs. J. Hayne, hon. sec. succeeded Mrs. Lorna McGuigan and Miss V. Youlden.

Both the Melbourne and Sydney groups have been working for the memorial to the men who lost their lives in New Guinea during the war, and during this year, the book-case, to house the Book of Remembrance (in which the names of these men are inscribed) was constructed and went forward to Rabaul where it is now installed in the New Britain Women's Club.

The case is a very fine piece of workmanship executed in Melbourne of bronze and plate glass and with a suitably inscribed plaque. It had been intended to have the case made in Rabaul, of local wood, but this proved impossible.

'Copters Leave, Too

One of the results of the APC move-out in Papua is that the Territory will soon be without the familiar helicopters owned by World Wide Air Services and operated under charter for APC.

World Wide—an American company which fully lives up to its name—announced that the three big Sikorskys that have been used to carry heavy equipment and personnel across the roadless swamps of the Papuan Gulf will be withdrawn in October.

The company has no further plans for them at the moment.

They're not Crazy —Just Resentful

Bleaching the hair with peroxide or lime is an indication of the Papua-New Guinea native's awareness that he is different from white men.

This extraordinary statement is by a leading Melbourne phychiatrist, Dr. A. Sinclair, who was hired last year by Territory Minister Hasluck to inquire into P-NG native mental-health.

NG natives have always bleached their hair—with lime, before peroxide was introduced—and the basic reason is that it killed off the lice.

To assist him in his job, Dr. Sinclair had some impressive talent—Professor D. W. McElwain, Professor of Psychology at Queensland University, and Colonel E. F. Campbell, Director of Psychology at Army headquarters.

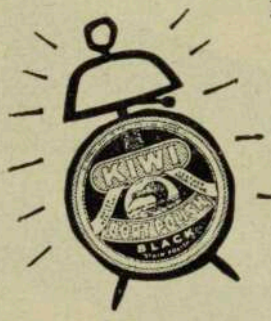
The result of their long and ponderous deliberations seems to be that the P-NG Administration is going to provide better native mental hospitals in Port Moresby, and not before time.

Here are some of the conclusions of the report:

- Even the most enlightened Europeans had a basic prejudice against natives, despite their attempts to disguise it.
- There was a great deal of re-

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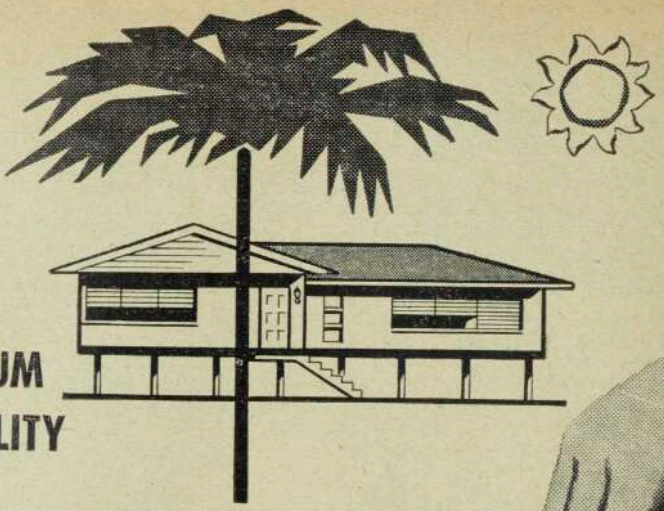
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sentment by the native towards the white man—caused largely by the obvious disparity in the possession of material goods and the inability of the natives properly to envisage the future.

• A few Europeans who have convinced themselves that the native people feel a glad need for the presence of Europeans are fooling themselves. ("Overcome by evangelical zeal", was the way the doctor put it).

• Natives—especially those living outside much contact with Europeans—had a high suicide rate.

• There was little real crime as Europeans understand it; cases of rape or attempted rape may have been caused by European women who were unaware that their behaviour or dress was provocative.

Some of which is interesting but little of which is not already so well known that it requires a eminent phychiatrist and a brace of professors to state the case. The crux of the whole survey is that the facilities for treatment of mental patients in Port Moresby are "highly unsuitable". Most people who know it are agreed about that, anyway.



IT'S WET ON THE OLD SEA WALL: A recent long spell of westerly winds in Fiji brought a heavy ground swell, known locally as a Loka. The effect in Suva is shown by this photograph of the swells breaking over the sea-wall at Nasese.

Photo: Rob Wright of Fiji PRO.

He Hatched Cassowary Eggs!

Papuan old-timer Sydney Chance gets this one through to Mr. Ripley, per medium of *Sydney Bulletin*:

A Sussex (England) lady bartender made local history by hatching out a hen's egg which she carried, wrapped in cotton wool, against her bosom for 21 days.

That's nothing. I had a friend in New Guinea who hatched out several casowary eggs. He was that fine old gentleman, Walter Goodfellow who, with Shaw-Mayer, used to come to us every few years bird-collecting for the London Zoo.

Once he found a nice, warm clutch of large green eggs and thinking that they might be those of the purple-necked double-wattled variety of cassowary (which they were desperately in need of) he called for extra blankets and snuggled up in bed and fed by his native servants, he stayed put for four days until the chicks emerged. It was in the wilds of Dutch New Guinea, and, believe it or not, he got a pair of the resultant young cassowaries back to London.

Fire Destroys BSIP "Island"

Sulufou, one of the native-built artificial islands off the coast of Malaita, Solomon Islands, comprising about 60 native houses and a Melanesian Mission Church, was completely destroyed by fire on July 6.

The people managed to jump into the sea and only ten were seriously burnt. One small child has since died, in hospital.

With a strong wind blowing there was no time to rescue any possessions and the islanders lost everything, including food, knives, axes and canoes.

Rebuilding of the village is being carried out by 170 natives and much assistance has been given by Government and Melanesian Mission.

N. Cal. Tourists Unlucky With Drinks, Westerlies

The *Oronsay* arrived in Noumea with some 1,200 tourists aboard on July 3, but weather conditions were not of the best, a squally Westerly lowering the temperature and raising a nasty sea in the usual millpond harbour.

As ships of this size must stand right out—some two miles—some discomfort was experienced by passengers coming ashore.

A ball with native dancing was held on the Thursday night, with the tourists drinking fruit juice!

The closing of the bars edict had not then been waived even for the tourists.

The ship left next day at 2 p.m.

On the same day the *Monowai*, with some 350 tourists aboard arrived and berthed at the wharf. This is the first time that New Caledonia has received the visit of a New Zealand tourist ship. These people had better luck, as the bars opened up that very afternoon.

The *Monowai* left next day at noon. Luckily, the squally Westerly had dropped, otherwise the *Monowai*

You Must Be In It, Or Else

When Burns Philp moved into their new store in the top town of Lae, NG, in July (see photo elsewhere), it didn't take long for business people still down in the old sea-level town area to realise that the customers had moved, too.

The Bank of NSW, whose new premises "on top" will not be completed for about another three months, found things so quiet that they decided to take temporary premises in Central Avenue—just across from where their new building will be—rather than wait out the three months in the nearly deserted "old town".

The bank also opened an agency at the Native Market on August 2—so now the natives have a choice of banks to look after their money. The Commonwealth Bank has had an agency at the Market for some time now.

(Lae was completely destroyed during the war; and, after that, despised town planners decreed that the new town should be built on the Terrace, one hundred feet above the coastal flat. Residents kicked against it—but one by one they have succumbed.)

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might have suffered the fate of the *Duntroon* a few weeks previously.

She was in Noumea on a cruise, but the Westerly held her fast against the wharf for two extra days and it was only with the falling of the wind that the ship was able to slip off.

Noumea badly needs a powerful tug to help ships when a Westerly is blowing.

No More Rolling for Himalaya

The P & O liner *Himalaya*, which is currently making its second voyage across the Pacific, has been fitted with stabilisers which cost £150,000 Stg.

Himalaya was the only new P & O vessel which did not have stabilisers fitted when she was under construction—and a lot of people who travelled on her were far from happy.

However, the 18 degree roll which a sea-way used to produce in her, has now been reduced to about two degrees.

W. Samoan Trade is Still Healthy

The Apia Chamber of Commerce has just published its annual report on trade and business conditions in the Territory for the year 1957 which contains some interesting observations and statistics of general interest.

This was not considered a good year from the business viewpoint though it was slightly better than 1956 and showed an improvement in trade on that year. The business community was affected by uncertainty, due to the confused position of the Government's finances, the steady decline in the Government's general reserves and a deficit budget due mainly to the non-receipt of an anticipated Western Samoa Trust Estates Corporation grant of £S125,000.

In spite of the deficiencies in Administration, however, the economic position of the Territory can be considered quite sound, as it has no national debt, and although general reserves have been depleted to a dangerously low level, the export trade is buoyant and the country is able to maintain a good and healthy living standard for its fast-growing population.

Favourable weather conditions in 1957 did much to stimulate the growth of the three main agricultural exports, cocoa, bananas and copra.

The deterioration in Govrnment finances was mainly due to over-expenditure on unproductive social service without sufficient thought given to the economic development of the Territory and to a greatly enlarged public service. This left the country with an ever-increasing demand for services, an ever-increasing population to serve, more capital assets to maintain, and in sufficient funds to cope with these problems. Wholesale dismissals o local and seconded officials were th result of this wrong policy.

15 Children Helped By Ex-NG Women

Just after the war, the members of the New Guinea Women's Association, of Melbourne, worked very hard to raise a considerable sum of money for a memorial to the men of the Territory who had lost their lives during the war.

The memorial took the form of a scholarship, and in the first instance, the children who benefited were to be the children of the men who had died as a direct result of the war.

Since then, 15 children, in all, have been granted scholarships, but at the end of this year, the final scholarship holder in class 1, as above, will have completed her term.

From now on, the scholarships will be offered to those in class 2: "Children of British or Australian parents resident in the Territory of Papua-New Guinea; first preference to be given to children of discharged servicemen or service-women."

It is expected that two scholarships will be offered in 1959.

The original amount placed in Trust, in 1946, to finance these scholarships was £3,720. Since then, some of the capital has been used to allow so many children to benefit, but this has almost been replaced by an amount of £780 received from the Queensland New Guinea Scholarship Fund which wound up its affairs and made the gift at the end of 1957. The amount in the Melbourne Trust is now £3,670.

Moresby Ladies Farewell Mrs. Groves

Over 50 Port Moresby women re cently gathered at the home Mrs. R. Willock, to say farewell Mrs. W. C. Groves, who will short be leaving Papua-New Guine (Mr. W. C. Groves, Director Education, retires this month).

Mrs. Groves was the organise and founder of the Country Women Assn. in Port Moresby; was founda tion president (for two years), an was again president for 1957-5 having resigned at the annu general meeting in June, 1958, whe Mrs. Mona Anthony (well-know pre-war Rabaulite whose husban is Assistant Secretary for Lands Moresby) was elected.

During Mrs. Groves' associatio with CWA in the Territory, sh represented the Territory at a annual conference of CWA of Aus tralia at Melbourne; she saw th launching of the special fund fo the erection of a CWA hoste building for visiting women fro out-stations which, at a cost over £12,000, is now under erectio on Hospital Hill, Port Moresby, bu which will not be completed i time for Mrs. Groves to participat in the official opening later thi year.

No other organisation of women in the Territory has brought together so solidly such a representative and large number of European women in a determined and successful attempt to do something of a practical nature for themselves by their own individual and group efforts.

Much of the responsibility for all of these things has rested upon Mrs. Groves and her active leadership or membership of the Port Moresby Branch Committee.

She is an old Territorian, having gone first to the Territory in 1921. She married in Rabaul in 1925, when she was a teacher at the Administration school at Malaguna. At that time Mr. Groves was in charge of the school.

W. Samoan Copra Exports Fall

The recent Apia Chamber of Commerce report points out the serious drop in Western Samoan copra production which in the current year 1958, probably will amount to about half of normal (14,325 tons in 1957).

The lower prices ruling, adverse weather conditions and the effect of unpopular grading regulations, coupled with better opportunities for banana exports are the underlying reasons for this deterioration of Samoa"s main industry.

SYDNEY CAMPAIGN TO SELL NG COFFEE

A Sydney coffee merchant late in July began a test campaign through selected city retailers to gauge the reaction of housewives to sample packets of New Guinea coffee.

A spokesman for the merchants, Hoy's Tea and Coffee Products, declined to reveal the results to date, or the aims, of the campaign.

Some production bonus from the Copra Stabilisation fund is suggested in the report, in order to stimulate copra cutting.

Though the export quantities and values for cocoa in 1957 show no increases, better world market prices in 1957 and 1958 will probably result in record figures being reached in 1958, as favourable weather conditions and elimination of pests and weeds, should result in a large increase in production and exports.

The most pleasant and satisfactory feature in 1957 and particularly in 1958 was the large increase in banana exports to New Zealand, stimulated by the availability of sufficient shipping to lift the fruit.

The only limitation to Samoan banana exports is, of course, the capacity of New Zealand consumers to absorb largely increased offerings of Samoan bananas, while also continuing to import bananas from Fiji and Tonga.

For the second half of 1958 New Zealand has already been compelled to reduce the quotas for Samoa from the record monthly shipments in May and June, 1958.

Exports of rubber and coffee and other commodities have so far played no important part in Samoan trade.

The Chamber of Commerce's report strongly recommends support by the Government of the tourist industry, which in the future should and could favourably affect the economy of the Territory.

Waria Syndicate Consults Barwick

The well-known Australian constitutional lawyer, Sir Garfield Barwick, QC, MP, has agreed to supply the Waria Syndicate with an opinion on its claim upon the Australian Commonwealth Government for compensation in respect of mining and other rights in New Guinea.

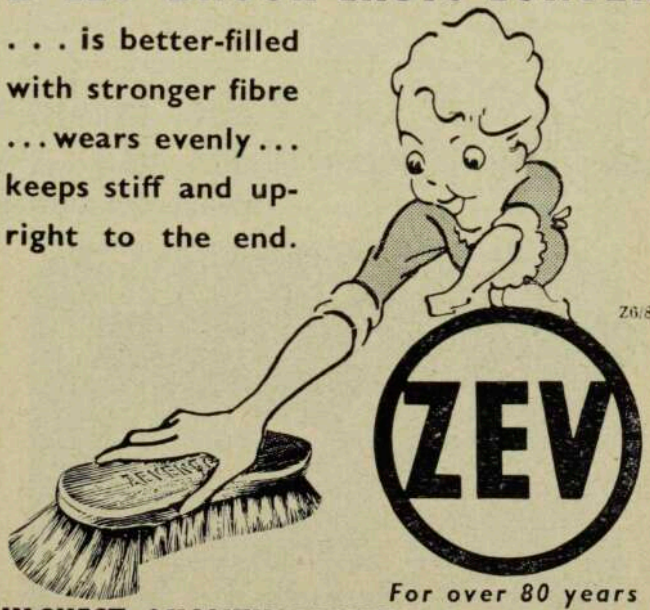
The Syndicate (of which Mr. H. R. Wahlen, of Hamburg, Germany, is still the active head) claims that the grant which was given to it in 1914 by the German Imperial Government over a large area, southwards of the Morobe district of New Guinea, was not wiped out by the developments which followed World War I.

The Syndicate's rights now apparently are owned by a group of Germans, Swedes and Americans, and they appear confident that their claims can be sustained. Last year they sought the services of eminent Australian counsel, so that they might be guided regarding future procedure.

If it should prove that in the opinion of eminent counsel the Syndicate really has a legal claim, the case could become one of some international importance, involving a very large sum of money.

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Tomato Control Board For Rarotonga

At a special meeting of the Rarotonga Island Council on July 16, the Rarotonga Tomato Export Control Board Ordinance was passed.

The Tomato Control Board will guarantee the freight of tomato shipments when required, and will determine the amount to be shipped on any particular vessel. The board will also set the maximum quantity of tomatoes allowed to be exported.

Head of the Board, Mr. M. Baker, Director of Agriculture, will be assisted by eight other members. The districts of Avarua, Takitumu and Arorangi will provide two members each, and two more will represent the Chamber of Commerce.

A three-man Executive Committee composed of the Director of Agriculture, a representative of the tomato growers, and a member of the Chamber of Commerce, may act in matters of urgency, particularly in regard to shipping arrangements.

The Board may raise funds by levies not exceeding 3d per box on exported tomatoes. Funds thus raised may be used for payments of salaries, commissions, travelling and other allowances of the Board members or their agents.

The fund will also be used for meeting freight guarantees, additional freight charges caused through bad weather, etc., and payment of persons employed to estimate the size of tomato crops and space allocations.

The new Ordinance will be in force for a trial period of a year.

Copra Producers in the Milk Business

A new cheap synthetic form of milk—which does no damage to human arteries as butterfat is supposed to do—is causing British dairy farmers a lot of anguish.

It is ordinary milk, from which the butter fat has been extracted and to which has been added cheap vegetable oils such as ground-nut oil and coconut oil.

Heart specialists are prescribing it, hospitals are using it and so are restaurants, expresso and milk bars. It tastes like creamy cows milk with a slight "custard flavour".

In spite of all the fiddling about —such as extracting this and adding that—the finished product sells in England for 3d per pint, against real milk at 8d.

All this might worry the dairy farmers—but it should be good news for Pacific copra producers.

Noumea Enjoyed Six O'Clock Closing

New Caledonia, in July, was enjoying an experience never before known—6 o'clock closing of all bars.

Following the arrival of the commission, delegated by the French Overseas Ministry to find some way out of New Caledonia's political deadlock, a general relaxation of security measures was made.

The law forbidding carrying of firearms and any sort of weapon was withdrawn, the road blocks on the principal roads into Noumea no longer exist, and of course the bars were opened.

However, they must close at p.m.; instead of as usual, about 11 p.m., and it was made clear that any sort of trouble occurring in any bar will automatically result in the reclosing of all of them.

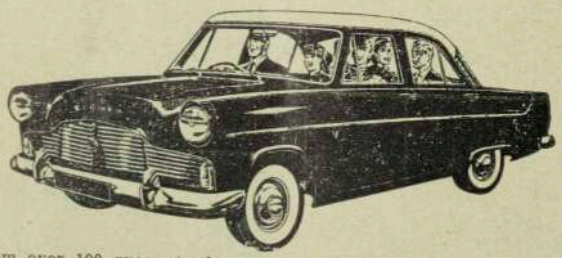
Round and About in A 1922 Rolls

Carol and Ted Hollingsworth, American educators stationed in Pago Pago, Eastern Samoa, have just completed a 2,700 miles tour through New Zealand in a 1922 Rolls Royce.

The Hollingsworth, who arrived in Samoa from the United States in January, combined some sight

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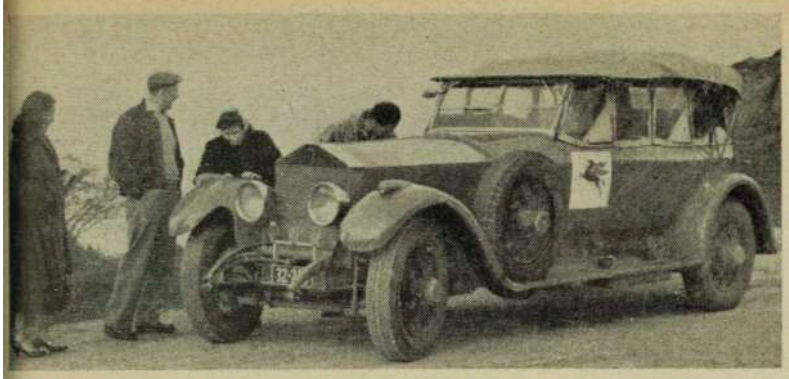
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The Lord Mayor's "Rolls"—and touring party in NZ.

seeing with professional visits to various New Zealand educational institutions, and discussed the problems of Pacific Islands education with Dr. C. E. Beeby and his staff at the Department of Education in Wellington.

Their entire tour was made in a vintage 1922 Rolls Royce Silver Ghost Alpine Tourer, formerly owned by the Lord Mayor of London. The 36-year-old-car performed "faultlessly", over some very rough country. It had a canvas hood and side curtains which, the Hollingsworths' said, provided them with generous quantities of the "bracing" winter air.

The return voyage to Samoa allowed them to visit schools in Nukualofa and Vava'u and at Niue Island. Mr. Hollingsworth is Superintendent of Primary and Intermediate Schools, and Mrs. Hollingsworth is Supervisor of the Teacher Training College and Demonstration School in E. Samoa.

Co-op. Experts Met in Moresby

Following a technical meeting on co-operatives sponsored by the South Pacific Commission, which ended on August 2, in Port Moresby, several recommendations will go forward in a report to the Commission.

Dr. R. Seddon, Executive Officer for Social Development, said that the main recommendations would include views on:

- The place and practical value of co-operatives in Territorial development.
- Relations between the Government and co-operative societies.
- Education and training of co-operative staffs.
- Capital formation and the way in which the Administration can be assisted in the field of co-operatives.

Dr. Seddon said that the discussions which had been attended by representatives of Islands throughout the South Pacific, had brought to light other subjects for further discussion.

These included capital acquisition and formation throughout the South Pacific, and the necessity for closer consideration of credit and marketing.

Dr. Seddon said two other Territories—Guam and the New Hebrides—had also shown a keen interest in the formation of co-operatives.

Specially Arranged for the IGY

A brilliant display of the Aurora Australis, or Southern Lights, was observed in Apia, Western Samoa, for a period of six minutes at 11.50 p.m. on August 1.

The sighting of the Lights so far north is most unusual—but just what the scientists were hoping for during the International Geophysical Year.

The Aurora, during its Samoan "season" culminated in a display of purple and pink rays, a crimson arc, and bands of red light in the sky.

(This is exceedingly interesting. At approximately the same time, Fiji observers saw what they claimed was the new-type atomic missile fired into space by the Americans near Johnson Island—the explosion that caused such a fuss in Hawaii. The phenonenom—or the missile—was seen in isolated spots in Fiji, including Savusavu, and at Kabara (Lau Group). The descriptions from Samoa and from Fiji, of what observers saw, are almost identical).

Noumea Has Opium Smugglers

Three members of the crew of the motor vessel *Caledonien* were arrested in Noumea in August when they were attempting to deliver a package of opium, valued at £A130, to a Vietnamese. They had smuggled the drug ashore under their clothes.

They said that they had bought it from a Turkish sailor in Marsailles.

Lung-Cancer Among NG's Universal Smokers

The first six months of an extensive survey of the incidence of cancer amongst Papua-New Guinea natives has been completed—although it is expected that it will take two years before a true picture can be formed. Of the 116 cases reported in the last six months, 25 per cent. were skin, mouth and throat cancers and incidence of lung cancer appeared to be low.

The figures on lung cancer should

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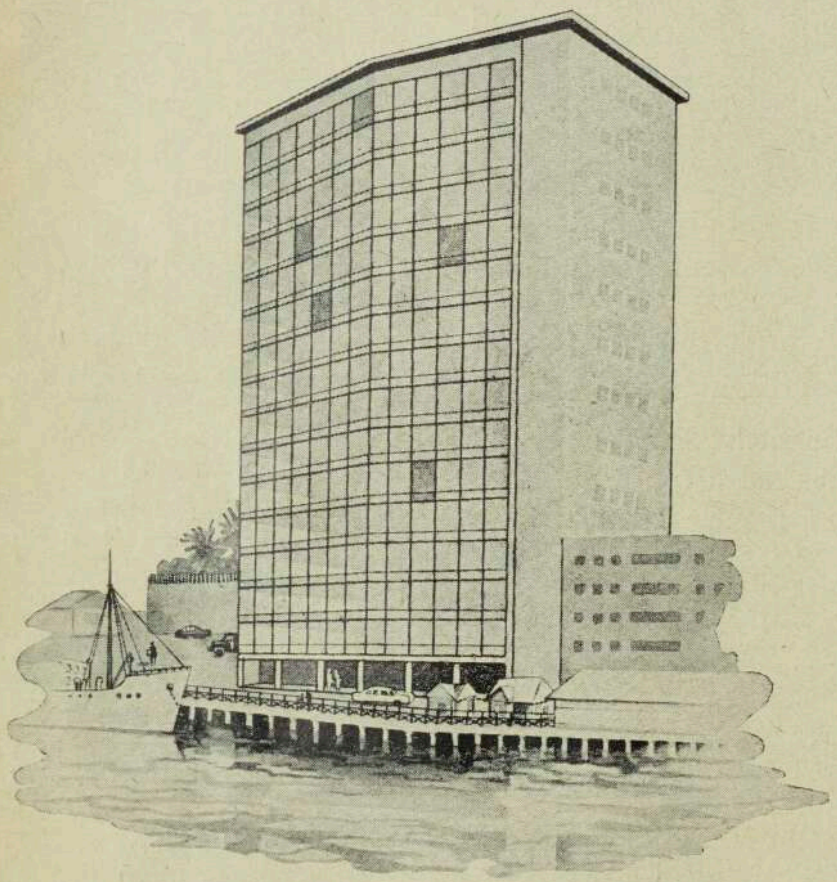
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be interesting. Tobacco smoking universal and begins with tiny t But the native smoke is *brus,* tobacco leaf, held over a f crumbled and rolled up in anot leaf—or, when it is obtainable, i piece of newspaper.

Compromise Offered in N. Cal.

The French Commission Conciliation, sent to New Caledo from France after the June trou has now moved on to Tahiti. T two commissioners were a for Governor General, M. Angamm and an inspector of the Ministry Overseas France, M. Carle.

The Commissioners worked ou compromise, which was accepted the Lenormand party and some the opposition, but was rejected the Vigilance Committee wh ordered its members in the A sembly Territoriale to resign. Th had been no official resignations to August 7.

The Commissioners' comprom requirements included the follo ing:

Minority party members to represented in Assembly co missions;

Two portfolios to be offered the minority group—those of Mi and Finances;

Revision of the Assembl financial programme.

Native Children's Art Exhibition in Moresby

Native school children gave th fourth colourful display of art Port Moresby in early August.

The children, whose ages are fr seven and upwards have given f range to their artistic inclinatic and produced imaginative paintin that compare favourably with Au tralian school art—but with Papua-New Guinea flavour.

The exhibition was arranged the Education Department. The a work consists of poster colou pastels, pictures of torn pap mosaic scratchograms and sa paper lithograms.

One practical child has made t earth in her painting from crush coral stuck to paper with bro house-paint. She has leaves f palm tree fronds and used coco fibre to represent coconut pa trunk.

Other children have been e couraged to paint with nati materials and used coconut fab instead of paper. For the last fo years native schools have competi for a shield presented by the form High Commissioner for India Australia, General K. M. Kariapp However, this was always won older pupils.

What was needed was a trop for which younger children cou compete.

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NG Killings "Not Deliberate"

(Continued from page 13)

do this. However, a parley evidently took place and lasted for about an hour before the villagers began to throw stones. After the stone throwing had gone on for some time, the police were "ordered to fire over the heads" of the Navunerams.

One can imagine the consternation in the ranks of the official party when, the smoke of battle having cleared, two corpses and one native shot in the foot, were revealed.

No one imagines that the killings were deliberate. But no one—least of all those most involved—will have any delusions as to the serious loss of face it has caused the Administration.

Difficult People

It would be a mistake to imagine that the Navuneram villagers were striking a blow for freedom or that they had nailed their colours to the mast over a belief that there should be no taxation without representation. With Tolai people it is never as simple as that.

This evidently was the time for the Navuneram people to be difficult; but plenty of other Tolai groups have been unco-operative and difficult before them—the Raluanas just a few years ago when they refused to set up Native Local Government Councils; and others before that.

The reasons given by these people to the patrol as to why they didn't intend paying the tax, is ample indication of their present mood and their temperament. They didn't want any of the services offered by the Administration—not marketing facilities not schooling for their children nor hospital treatment for their sick.

It would be a mistake also to imagine that the Navunerams have the support of the other Tolais in their present spell of awkwardness. At the Legislative Council in May, John Vuia, New Britain native member, said they (and he meant all the Tolai tax-dodgers) had just got swelled headed because they had got away with so much and something ought to be done about them.

Other Tolais have said that they were fed-up with the behaviour of the Navuneram villagers—although this is not to say that the Tolai groups that are being virtuously censorious of the Navunermas this week will not be staging a piece of civil disobedience of their own next week.

Since the shooting these things have happened:

- Three Navuneram natives were arrested, two sentenced to gaol for six months and the other given a tax exemption. All the others have paid up—and raised the Australian flag in their village.
- Brigadier Cleland flew to New Britain to talk personally to Navuneram villagers.
- In Australia, Territories Minister Hasluck has called for "a full report from the Administrator"; the head of the Methodist Overseas Mission has demanded a "full enquiry"; and Dr. Evatt, Leader of the Opposition, has, of course, "insisted on a full explanation" from Prime Minister Menzies.
- Kokopo residents have declared their confidence in the Administration over their handling of the affair.

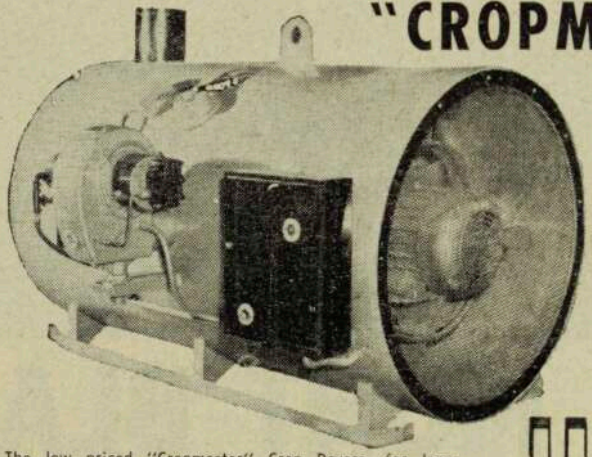
Education Review Needed

(Continued from page 16)

Education of Women and Girls; and Mr. G. T. Roscoe, Chief of the Division of Native Education.

The functions and membership of the Board are as laid down in the Education Ordinance, which gives it statutory significance, although its work is specifically of an "advisory" nature.

Matters discussed at the eleventh meeting covered a wide range of subjects but they were influenced



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by the fact that the present chairman would be retiring at an early date.

The Board made a strong recommendation for the setting-up of a special committee—a type of Select Committee—of three persons preferably from outside the Territory, but representing Education in the widest possible way, to review in detail the present organisation and operation of education in the Territory, with special reference to native education, and with a view to assisting with future planning.

It was considered that the retirement of the present Director of Education, and the appointment of his successor (who will almost certainly be from outside the Territory) would give special value to such a review at this time—and would be and could be particularly helpful to the new Director in approaching his many-sided job.

Other matters dealt with at the eleventh meeting were the system of registration, recognition and inspection of Mission schools; the existing syllabuses and textbooks in native education—the Board recommending that these be the subject of a detailed review and that a specially qualified education officer be set aside to carry out this job; the selection of native scholarship students for secondary education in Australia; and the development of secondary education within the Territory.

Need for Schools

A very strong recommendation was made by unanimous resolution—following up a similar one made at a previous meeting which had achieved no appreciable result—regarding the urgent need for the provision of school buildings, especially in connection with the training of native teachers.

A further recommendation unanimously adopted for consideration by the Administrator was for the establishment of boarding schools for native students at Standard V level—the last year of the Village Higher School course. At this stage those pupils capable of profiting by post-primary and secondary schooling can fairly reliably be selected and wastage avoided.

Having selected these at Standard V level, the Board believes that only by bringing them together into boarding school establishments staffed by well-trained and specialised teachers, can the best value from post-primary schooling be secured.

NEW APPOINTMENT

Mr. Noel C. Kelly, of Auckland, NZ, has taken over the duties of Attorney General of the Government of Western Samoa. He succeeds Mr. E. R. Winkel who, after completing a six months' term, has left the Territory.

DEATHS OF ISLANDS PEOPLE

REV. MOTHER MARY ALPHONSE

The Rev. Mother Mary Alphonse, oldest member of the Missionary Sisters of the Society of St. Mary in Samoa, died on June 17, at the age of nearly 90. She arrived in Samoa in 1892 and had been Regional Superior of the Marist Sisters in Samoa, residing at the Savalalo Convent, and at Moamoa.

MR. W. E. ("BLUEY") GOODSIR

The death occurred in Suva, Fiji, on July 14, of Mr. W. E. Goodsir, a former Deputy-Mayor of Suva and one of the best-known businessmen in the Colony. He had been in poor health for some time.

He went to Fiji from New Zealand in 1924 and throughout his life there was associated with the timber industry. The fact that the prejudice against Fiji timber has been overcome in the last 20 years is attributed in the Colony to the good work of "Bluey" Goodsir.

In 1949 he formed the Nadarivatu Timber Company Ltd. and became managing director, and when that company worked out its areas in the mountains behind Tavua he transferred operations to Kandavu. The Kandavu Timber Co. began operations a little over a year ago.

He became a Suva Councillor in 1952 and was elected Deputy-Mayor in the same year—a community service be carried on until last year, although his business interests increased and his health was indifferent.

As a young man he was a first grade footballer; he took this enthusiasm to Fiji with him and played an active part in fostering Rugby Union amongst the Fijians. He managed the Fiji team which toured Australia in 1954.

He is survived by his widow and their daughter, Jennifer (Mrs. Ivan Crooks, of Suva).

THE REV. K. D. GROVE

The Rev. Ken Grove, BA, BD, of Vava'u, Tonga, died suddenly in Victoria, in April. Mr. Grove left Tonga in September last year after working with the Wesleyan Church in Tonga for 11 years. At the time of his death he was about to take up a new appointment at Donald, in Victoria.

Mr. Grove's ministry in Tonga was mainly in the district of Vava'u, as chairman of that district, and for some years he was chairman also of the Ha'apai District. He was a thoughtful and devoted missionary with a very human approach to the life and problems of the people. He had a good mind and a great heart and will be sadly missed in Tonga.

During his last term in Vava'u the work of supervising the fine, new, two-storied dormitory block of Siu'ilikutapu College took its toll of his strength. The Tongan people recognise that without his constant care and enthusiasm the project would not have been completed. It stands as a memorial to him in Vava'u.

When news of his death reached Vava'u a memorial service was held in the Church, and respect was also paid to him, according to Tongan chiefly custom in the grounds of the Mission House. The

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whole proceedings were presided over by the Governor of Vava'u, Laufilitonga. These customs are seldom observed in respect to Europeans.

Mrs. Grove and their two boys now living in Melbourne, Victoria, have received many messages of sympathy from Tonga including one from HM Queen Salote Tupou.

SIR BRIAN FREESTON

The death occurred at his home in Kent, on July 17, of Sir Brian Freeston, former Governor of Fiji, High Commissioner for the Western Pacific, and for three years, Secretary General of the South Pacific Commission.

Sir Brian joined the Colonial Service in 1919 after war service, and in the course of his career served in East Africa, the West Indies and at Colonial Office headquarters in London.

He was Governor of the Leeward Islands between 1944 and 1948, when he was appointed to Fiji. He was the last Governor to be also High Commissioner for the Western Pacific. When Sir Ronald Garvey followed him in Fiji, the Western Pacific Commissionership became a separate appointment, with Sir Robert Stanley the first HCWP.

Sir Brian was due for retirement in 1952, but before his pre-retirement leave had expired he moved to Noumea to become Secretary General of the South Pacific Commission, an appointment he held until 1954 when he retired to England.

He is survived by Lady Freeston and a grown-up family.

MR. MAXWELL WENDT

An interesting link with the early history of the Central Pacific was broken on July 22, when the death occurred in Suva, Fiji, of Mr. Maxwell Wendt, aged 73.

Mr. Wendt's father was one of the European traders who settled among the Islands in the middle of last century. He made his home in the Wallis group (now French), and Maxwell was born there. Maxwell was sent to Fiji for education, and was a pupil at St. Felix College, in Suva. He returned to Wallis, and presently took over his father's business; but soon after World War I he left Wallis, with his family, to live in Fiji; and he spent the next 30 years in the service of the Fiji Public Works Department.

He is survived by his wife and five sons and one daughter, and all except William (who lives in Noumea) are residents of Suva—Peter, Vincent, Louis, Gabriel and Rosemary (Mrs. G. Peart).

PASTOR N. A. FERRIS

One of the best known SDA Missionaries in the South Pacific, Pastor Norman Astrey Ferris, 56, died in Townsville as the result of injuries received in a car accident on July 7.

After over 20 years service in the Pacific, Pastor and Mrs. Ferris settled at Mona Mona aboriginal mission, north of Cairns, about two years ago. In early July they drove to Ayr to visit their son and daughter who are married and living there.

On the return trip, near Townsville, their car came into collision with another. Pastor Ferris died soon after being admitted to the local hospital; Mrs. Ferris sustained a broken leg and internal injuries.

Pastor Ferris was born in Victoria in 1902 but spent most of his youth on Norfolk Island where his people were missionaries. He graduated from the SDA Missionary College at Morriset, NSW, and went out into the Pacific as a missionary. Most of his 20 years in the Pacific were spent in the Solomons, but two years were on Pitcairn Island.

He received the MBE three years ago for his services to the Pacific area, particularly for his work during the war when his local knowledge of Solomons waters was of great assistance to the Allies.

He is survived by Mrs. Ferris and their three children—Norma (Mrs. Barry Crabtree, wife of the Superintendent of the SDA East Fiji Mission); Marilyn (Mrs. Davey, of Ayr, Queensland) and son Erwin, also of Ayr.



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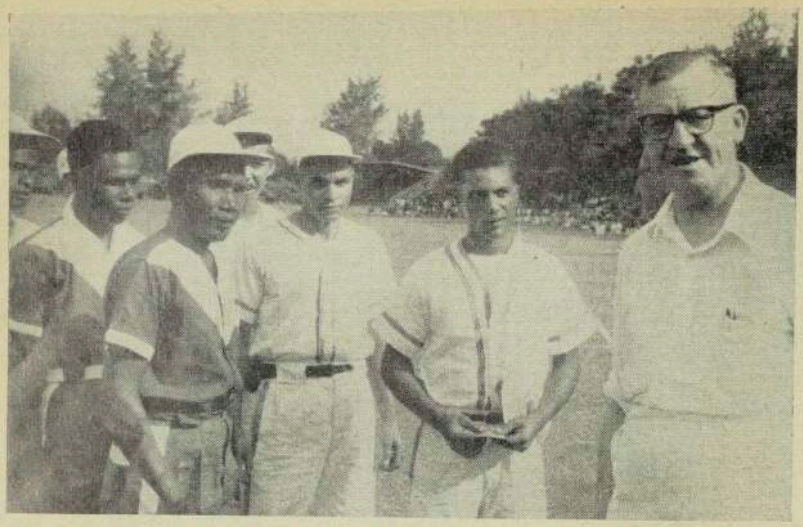
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Perambulating Deputy Leader of the Australian Opposition, Mr. Arthur Calwell, in Rabaul, NG, in July, took a first-hand look at local baseball. Here he is with members of the Brown Eagles and Silver Lions. See story opposite page.

Sports Review

The Fijians Turned Pretty Heads

THE Fijian, wearing a blazer, walked a little uncertainly into Burns Philp's Nukualofa store.

At the counter, he peered down through the glass, apparently looking for something.

But the pretty Tongan shop assistant had seen him, and snatching up her docket book she hurried towards him.

"May I . . . ." began the Fijian, obviously still a little unsure of himself.

"Excuse me," said the shop girl, breathlessly, thrusting the docket book and pencil across the counter. "But can I have your autograph?"

The would-be customer signed—and fled.

The Fijian Rugby Union team was in town—for a three weeks' long series of seven matches, three of them Tests.

The team, the first since 1947 when Tonga visited Fiji, got a warm welcome. On Test days, even the stores closed early so staffs could watch the match.

Fiji and Tonga have been making tours of each other's football grounds since 1924, when the teams, playing in Tonga, had a draw for the series.

Fourteen Tests have been played since then—three of the series in Fiji and two in Tonga. Of all 17 Tests played between 1924 and the start of the latest tour, Fiji has won 10 and Tonga 6, with the one draw.

Only one of the 1958 touring team has played againust Tonga in previous Tests—Ratu Edward Cakobau, who was captain of the 1934 team that visited Tonga.

But Ratu Edward is a bit too old for such rough stuff on Tonga's hard grounds now, and he and Mr. John Twentyman, of Suva, went along as managers of the team.

They Laugh at Aussie Boxers

From Fred Dunn, in Noumea

NEW CALEDONIAN boxing fans are disgusted with Australian representatives of the noble art.

Tuesday night, July 15, a crowd of some thousands assembled in Noumea to watch the star match Harry Castle versus Francois Anewy.

Castle was billed as the coming middle-weight champion of Australia, and the man who had extended the present holder, Clive Stewart, to seven rounds.

Anewy is champion of French West Africa, and challenger of Michel Douf, present middle-weight champion of France. Castle's manager had boasted that his man would go the twelve rounds, and that the public would have its money's worth.

Unfortunately, Castle did not even last three rounds.

During the first round, he had constantly to seek the security of the ropes, and by the end of the second round he was in a bad state having been floored twice. During the third round the referee stopped the fight, to prevent, as the local paper put it, "a useless massacre".

On his performance against Castle, the local experts predict that Anewy will have a series of walk homes during his tour of Australia and New Zealand.

Anewy is a New Caledonian boy who went to West Africa some nine years ago.

After the ignomious defeat of yet another Australian "champion" Australian boxers are the laughing stock of New Caledonia.



The Fiji rugby football team which toured Tonga. Back row (from left): Anare Secake, Seru Tuisese, Ilaitia Ravouvou, Jone Tabaiwalu, Eremasi Lovodua, Ilaitia Nasaku, Tomasi Narogoitogae Josefa Saukuru .Middle row: Patimio Golekivei, Orisi Dawai, Suliasi Vatubua (vice-captain), Ratte Edward Cakobau (manager), Mr. John Twentyman (manager), Isimeli Radrodro (captain), Josefa Levula, Sanaila Sautu, Maika Naikovu. In front: Sakiusa Tuva, Eparama Ravi, Inoke Tabualevuv Kaiava Bose, Aseri Kunawave, Ilaitia Burenivalu, Marika Ravula. —Fiji PRO

The Owners Finally Made It

THERE was a red letter day at Vuvu, New Britain, in July.

An Australian team finally beat a team of native schoolboys from the Catholic Mission at the Australians' own game—Australian Rules football.

Brother Hayes introduced the game to the Vuvu Mission lads three years ago, and they have since proved pretty adaptable. The snappy Vuvu players have run their heavier opponents off their feet.

The Australian code now appears to be catching the imagination of the general New Guinea native population.

The Australians came from Rabaul for the score-settling match, which was refereed by old Footscray (Melbourne) player Jack Carroll.

They're Learning From Experts

From Norman Baxter, in Suva

FIJIANS are said to be great imitators in any walk of life.

Now while that is open to dispute in general terms, it does apply to rugby football, and this capacity to copy the other fellow is a matter for concern to Suva rugby administrators.

For years the Fijians played a refreshing open type of game, basing it on fundamentals taught by Paddy Sheehan, a near All Black who came to Fiji to build the Grand Pacific Hotel in the days before the Kaiser war.

In those days there was no European competition, so the Fijians had no one to ape. They developed their game along their own lines, and what a crowd-pleasing spectacle it was.

But the passage of time has brought about a certain orthodoxy, learned from European teams, and brought, too, the use of methods which are, to say the least, unsporting.

Too often nowadays the Fijian footballers are inclined to throw punches, and the administrators blame this directly on the Europeans.

When they have finished their own games they go to watch the European games, many of which have generated into near brawls. If they see a European getting away with a punch or a kick they are bound to try it themselves next time they play.

There have been several disgraceful incidents in European football this season.

One of the nastiest recently was when two players from the same club threw punches at each other after a match. One of these had represented Fiji at the 1956 Olympic Games as a boxer.

So while the Europeans get away with this sort of thing the Fijians can hardly be blamed. The Suva Rugby Union, and the referees, are concerned, but even stern action they have taken has had little effect.

A Political Cheer For The Eagles

"IT'S good to see it," said the Deputy Leader of the Australian Opposition (and a former Minister for Immigration), Mr. Arthur Calwell, at Rabaul in July.

He was referring to the "Brown Eagles"—who, in their first baseball match, were being trounced in front of his eyes by the "Silver Lions". But Mr. Calwell wasn't talking about the state of the game. He was talking about the fact that the "Brown Eagles" were in existence—for the team was all-native—the first all-native team in any sport which had entered into competition in Rabaul against European and Chinese players.

The team was composed of Tolais from Matupi village, training under the direction of Harry Hugo, an old resident and baseball enthusiast.

Mr. Calwell went on to the field and met the players.

The following week the "Brown Eagles" avenged their debut to the baseball competition by beating last year's premiers—"Norths," 15-8.

PRACTICAL — BUT NOT BEAUTIFUL

Americans Harry Lyon and Jim Warner, the two surviving crew members of "Smithy's" famous first flight across the Pacific (see July PIM), found their old landing ground, Albert Park, looking a bit worse for wear when they paid a visit to Suva on August 2.

A huge temporary enclosure had been put around the greater part of the park, taking away a lot of the natural beauty.

It was bad luck that the ugly structure had to be erected just at that time. But it was one of those things it is difficult to know what to do about.

The fence sprouts on the park every year for the Fiji inter-district soccer tournament, which this year was held in conjunction with the 21st birthday of the Fiji Indian Football Association—a notable event in Fiji sports history.

AMERICA'S former world heavyweight champ, Jack Dempsey, wants to buy the contracts of Tongan fighters Johnny Halafihi, Kitione Lave and Fred Kaho, according to a London report in July.

The offer is reported to have been made to the trio's English manager, Jimmy Lumb, who admitted that Dempsey had been interested in Lave "for a long time".

Masta Ben . . . . . and Buka



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SHIPPING TIME-TABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby. Next Sydney sailing approx. Aug. 12 and then approx. Oct. 3.

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailing approx. Aug. 27.

MV Malaita sails from Sydney for Brisbane, Lae, Madang, Lombrum, Lorengau, Kavieng, Rabaul, Samarai (other ports occasionally). Last sailing August 8. Next sailing approx. 3rd week Sept., special voyage calling at Norfolk Is., Vila, Santo, Honiara, Bougainville Ports, Rabaul, Manus, Madang, Lae, Samarai, Sydney.

MV Bulolo, modern liner, sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailing approx. Sept. 10.

Details from Burns, Philp & Co. Ltd., 7 Bridge Street, Sydney.

MV Pak Hoi: Leaves Sydney for Brisbane, Honiara, Rabaul, Madang, Lae. Next Sydney sailing: approx. Sept. 6. (This vessel replaces Sinkiang while latter vessel is on charter work.)

MV Soochow: Next Sydney sailing approximately Aug. 20 for Brisbane, Port Moresby, Samarai, Lae, Madang, Kavieng, Rabaul, and Port Moresby.

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby. Next Sydney sailing approx. Sept. 5.

Details from Swire and Yuill Pty. Ltd., 6 Bridge St., Sydney.

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from E. Australian ports to Hollandia and Sorong, DNG (with Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sinabang, Sept. 4; Silindoeng, Sept. 22; Sibigo, Oct. 12; Sigli, Oct. 27.

Details from Royal Interocean Lines, 255 George St., Sydney.

Far East-S.W. Pacific-Australia

(Calling S.W. Pacific ports on south-bound journeys only.)

Funing: Hongkong dep. Aug. 8, Madang Aug. 28, Rabaul Aug. 31, Samarai (optional), Lae Sept. 4, Port Moresby Sept. 10, Sydney arr. Sept. 20, thence Adelaide and Melbourne.

Fengning: Hongkong dep. Sept. 29, Madang Oct. 15, Rabaul Oct. 18, Lae Oct. 22, Port Moresby Oct. 26, Sydney arr. Nov. 5, thence Adelaide and Melbourne.

Chengtu (replacing Fengtien): Hongkong dep. Oct. 20, Madang Nov. 2, Kavieng Nov. 4, Rabaul Nov. 6, Lae Nov. 11, Pt. Moresby Nov. 14, Sydney arr. Nov. 24, thence Adelaide and Melbourne.

The three vessels will call at any or all of four Australian ports, Brisbane, Sydney, Melbourne and Adelaide, and load there cargo for Far East including Shanghai where a call is made on the southbound voyage between Japan and Hongkong.

Details from New Guinea Australia Line

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1958-59

		ORCADES	ORONSAY	ORCADES	HIMALAYA
SYDNEY	depart	Oct. 7	Nov. 11	Jan. 24	Mar. 18
AUCKLAND	arr/dep	Oct. 10	Nov. 14	Jan. 27	Mar. 21
SUVA	arr/dep	Oct. 13	Nov. 17	Jan. 30	Mar. 24
HONOLULU	arr/dep	Oct. 18	Nov. 22	Feb. 4	Mar. 29
VANCOUVER	arr/dep	Oct. 24	Nov. 28	Feb. 10-11	April 4
SAN FRANCISCO	arr/dep	Oct. 26-27	Nov. 30-Dec. 1	Feb. 13-14	April 6-10
LOS ANGELES	arr/dep	Oct. 28	Dec. 2	——	April 11
HONOLULU	arr/dep	Nov. 2	Dec. 7	Feb. 18	
SUVA	arr/dep	Nov. 9	Dec. 14	Feb. 25	Return
AUCKLAND	arr/dep	Nov. 12	Dec. 20	Feb. 28	Different
SYDNEY	arrive	Nov. 15	Dec. 17	Mar. 3	Route

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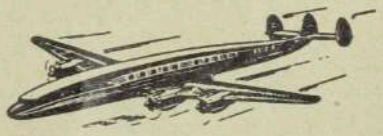
Fly to Europe direct from Biak

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Interested? Of course . . . especially when you travel Super Constellation by KLM, the World's First Airline. Your saving by this direct route may be up to £180 on the round trip to London.

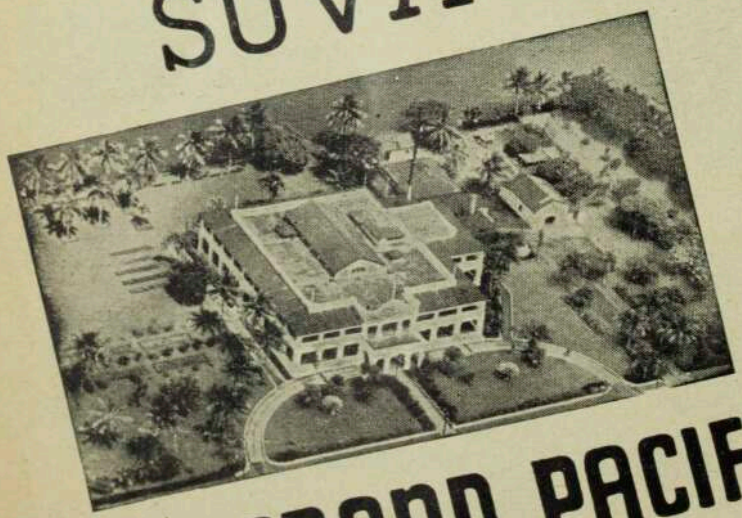
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When in SUVA stay at



the GRAND PACIFIC Hotel

Delightfully situated in magnificent grounds overlooking Suva beautiful harbour, the Grand Pacific Hotel is the social centre of Fiji.

Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Tariff from 55/- (Fijian Currency) per day.

Reservations may be effected through any office of the Union Steam Ship Company of N.Z., Ltd., or by direct application to the hotel.—Cable Address: "Granpacif," Suva.

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(Swire and Yuill Pty. Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo, NH.

Aros: Dep. Hong Kong Aug. 12, Manila Aug. 14, Sandakan Aug. 20, Lae Aug. 30, Rabaul Sept. 2, Honiara Sept. 5, Brisbane Sept. 9, Sydney Sept. 12. Sails Sydney northbound Sept. 30 (after calls Adelaide, Melbourne).

Milos: Dep. Hong Kong Aug. 29, Manila Aug. 31, Sandakan Sept. 5, Brisbane Sept. 16, Sydney Sept. 19. Sails Sydney northbound, Oct. 11, after calls Adelaide, Melbourne.

Delos: Dept. Hong Kong Sept. 12, Lae Sept. 21, Rabaul Sept. 24, Honiara Sept. 27, Vanikoro Oct. 1, Santo Oct. 3, Brisbane Oct. 7, Sydney Oct. 10. Sails Sydney northbound after calls Adelaide, Melbourne, Oct. 28.

Citos: Sails Hong Kong Oct. 14, Manila Oct. 16, Sandakan Oct. 21, Lae Oct. 31, Rabaul Nov. 3, Honiara Nov. 6, Brisbane Nov. 10, Sydney Nov. 13. Sails Sydney northbound, after calls Adelaide, Melbourne, Dec. 3.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 30 Pitt St., Sydney, or Islands agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang, BSIP Trading Corp., Honiara).

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailings from Auckland: Sept. 9; Oct. 7.

MV Matua maintains a service from Auckland to Lautoka, Suva, Apia, Suva, Lyttleton, Wellington, and return to Auckland. Next sailings from Auckland: Sept. 26, Oct. 24.

Details from all offices of Union Steam Ship Co. of NZ.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, left Sydney on July 31 for Norfolk, Vila, Santo, Honiara, Yandina, Gizo; then on Central Pacific voyage to repatriate time-expired labourers: Tarawa (Gilbert Is.), Washington Is., Fanning Is., Christmas Is., then back to BSI, Honiara, Yandina, Pepesala, Somata, Honiara, and return to Sydney, in October. At end of Oct. will resume normal schedule, Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, Sydney.

Details from Burns, Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motorships, Tahitien and Caledonien and a chartered vessel, Melanesien. Next Sydney sailings: Caledonien, Aug. 16, Tahitien Sept. 30, Melanesien Nov. 21.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next Sydney sailings: Sept. 12, Oct. 3, 24.

(Over)

LONDON-SUVA

FIJI DIRECT SERVICE

VIA PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., 138 LEADENHALL ST., LONDON, E.C.3.

BURNS PHILP (SOUTH SEA) CO. LTD., SUVA, FIJI

BURNS PHILP (New Hebrides) LTD.

Registered Office: VILA, NEW HEBRIDES
Branch office at SANTO

Exporters, Importers and General Merchants

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Representatives for BURNS PHILP TRUST CO. LTD., QUEENSLAND INSURANCE CO. LTD., and LLOYD'S OF LONDON, Agents for SOCIETE DES PETROLES SHELL DES ILES FRANCAISES DU PACIFIQUE, and numerous overseas manufacturers of all classes of merchandise.

Sydney Agents: BURNS PHILP & CO., LTD., 7 Bridge St.
San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC., 215 Market St.
London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — FIJI — NEW CALEDONIA — NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

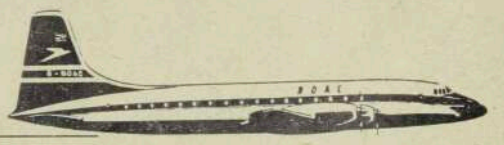
General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.
SUVA—Morris Hedstrom Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
APIA—Morris Hedstrom Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

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FLY WORLD-WIDE



B.O.A.C. BRITANNIA

— world's fastest, smoothest jet-prop airliner



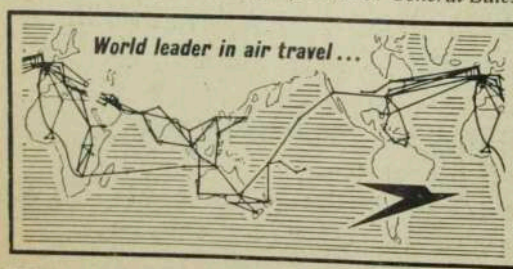
The magnificent new B.O.A.C. *Britannia* is now serving U.K., U.S.A., East, Central and South Africa, Middle East, Pakistan, India, Ceylon, Singapore, Malaya, Australia, Hong Kong and Tokyo.

The *Britannia* is the pride of B.O.A.C.'s world-wide fleet . . . to fly in one is to enjoy *perfection* in air travel !

Speed, comfort, courtesy . . . all these words mean *so much more* than ever before. Every minute of your journey will be a revelation . . . a new, wonderful experience.

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Information and bookings from all leading Travel Agents and Qantas Empire Airways (B.O.A.C. General Sales Agents for Australia).



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BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A94/AUa

Details from Sydney agents: Messageri Maritimes, 36 Grosvenor Street, Sydney.

Sydney-S. Africa-UK-Pacific Ports-Sydney

Shaw Savill's new one-class all-passeng liner Southern Cross makes four roun the-world voyages per year, two we bound, then two east-bound, calling Suva and Papeete every trip. Next voya Dep. Southampton Sept. 11, via Sou Africa to Sydney Oct. 17-19, Wellingt Oct. 22-24, Suva Oct. 28, Papeete N 1-2, then via Panama to Southampt arr. Nov. 26. She leaves again on D 9, via Panama, for Sydney calling Papeete (Jan. 2-3) and Suva (Jan. 8).

N. Zealand-Cook Is.

The passenger vessel Maui Pom maintains a regular service betwe Auckland and the Cook Islands.

Details on application to NZ Gover ment Department of Island Territori Wellington, or to any office of the Uni SS Co. of NZ Ltd.

N. America-Fiji-Hebrides, et

Pacific Islands Transport Line's vess Thorsisle and Thorshall maintain regular service from Pacific Coast No American ports, with sailings over 35 days. Some ports depend on carg offering.

Thorsisle: Dep. New Westminster A 9, San Francisco Aug. 16, Papeete Aug. Pago Pago Sept. 4, Apia Sept. 6, Nul alofa Sept 9, Suva Sept. 11, Noum Sept. 16, Townsville Sept. 23, Pago P Oct. 3. San Francisco, Oct. 20.

Thorshall: Dep. New Westminster Se 8, San Francisco Sept. 15, Papeete Se 30, Pago Pago Oct. 6, Apia Oct. 8, S Oct. 12, Noumea Oct. 17, Lae Oct. Pago Pago Nov. 1, Los Angeles Nov. 1

Details from General Steamships C poration Ltd., 432 California St., S Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Franci operates a regular five-weeks passeng cargo service from Los Angeles with Ventura, Alameda, Sierra and Sonoo Southern terminal ports vary with carg offering. Vessels call at Papeete, P Pago and Suva, depending on carg Next sailings approx., from Sydn Alameda Aug. 20, Sierra mid-Sept.

American Pioneer Line has eight sh (Pioneer Gem, Isle, Glen, Reef, Cove, S Tide, Gulf) on Australia - Panama -- Atlantic Coast service with calls Papeete on southbound voyage. Saili approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (s sidiary of W. R. Carpenter & Co.) oper a service three times yearly with 10,000 ton, 98-passenger vessel Lakes along the above route. Accommoda is entirely First Class, two-berth cab with calls at Suva, Lautoka and Honoll Next sailing from Sydney mid-Dec.

Details from American Trading & Sh ping Co. Pty., Ltd., 19 Bridge St., Sydn

Sydney-(or NZ)-North America

The four cargo vessels, Waihe Wairuna, Waikawa, and Waitomo, ow

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and operated by the Union Steam Ship Co. of NZ Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next Sydney sailings (approximately): Wairuna, Sept. 10; Waitomo, sometime in October.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

N. America-Hawaii-Fiji-Samoa-Tahiti-N. Zealand-Australia

Matson Line's Mariposa and Monterey make round passenger trips from Pacific North Coast American ports to Australia, via Pacific Islands ports and New Zealand.

Mariposa: Southbound, dep. San Francisco Aug. 7, Los Angeles Aug. 18, Papeete Aug. 26-28, Auckland Sept. 3-4, Sydney Sept. 7. Northbound, dep. Sydney Sept. 10, Auckland Sept. 13, Suva Sept. 16, Pago Pago Sept. 17, Honolulu Sept. 22-23, San Francisco Sept. 28.

Monterey: Southbound, dep. San Francisco Sept. 10, Los Angeles Sept. 11, Papeete Sept. 19-21, Auckland Sept. 27, Sydney Sept. 30. Northbound, dep. Sydney Oct. 3, Auckland Oct. 6-7, Suva Oct. 10, Pago Pago Oct. 11, Honolulu Oct. 16-17, San Francisco Oct. 22.

Mariposa: Southbound, dep. San Francisco Oct. 5, Los Angeles Oct. 6, Papeete Oct. 14-16, Auckland Oct. 22-23, Sydney Oct. 26-29, Auckland Nov. 1, Suva Nov. 4, Pago Pago Nov. 5, Honolulu Nov. 10-11, San Francisco Nov. 16.

Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

United Kingdom-Australia-Port Moresby

The Federal Steam Navigation Co., Ltd., has extended its regular quarterly UK-Australia service to Port Moresby.

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby.

Donegal: Sailed from Liverpool at end of June, due in Port Moresby Sept. 2 (approx).

Westmeath: Due to sail from Liverpool Sept. 30; due in Port Moresby Dec. 15.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

(First and Tourist Class available all Services.)

BY PAN-AMERICAN AIRWAYS
(With Strato Clippers, using Sleeperettes and Berths*)

Sun., Tues., Thur.: Sydney, Nadi, Canton Is., Honolulu, San Francisco or Los Angeles.

Mon., Thurs., Sat.: San Francisco or Los Angeles to Sydney (same route).

* PAA Skymasters are used on a connecting service between Auckland and Nadi (see table 16); and also twice monthly between Nadi and Tafuna, American Samoa (see table 18).

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)
NORTHWARDS

Tues. and Sat.: Melbourne, Sydney, Nadi (Fiji), Honolulu, San Francisco, New York, London.

Wed., Thurs.: Sydney, Nadi, Honolulu, San Francisco.

Fri: Sydney, Nadi, Honolulu, San Francisco, Vancouver.

SOUTHWARDS

Tues. and Fri.: London, New York, San Francisco, Honolulu, Nadi, Sydney, Melbourne.

Thurs., Fri.: San Francisco, Honolulu, Nadi, Sydney.

Sun: Vancouver, San Francisco, Honolulu, Nadi, Sydney.

(Note: International dateline crossed between Nadi and Honolulu).

TEAL super DC6 aircraft from Auckland, NZ, connect with the Qantas northbound flights at Nadi on Tues. and Fri.; and on Sat. and Wed. at Nadi for the southbound flights.

Qantas Wed. and Fri. services ex. Sydney connect with BOAC London services at San Francisco (dep. Thurs. and Sat.).

BOAC services ex. London Tues. and Thurs. connect at San Francisco Thurs. and Sat. with southbound Qantas services.

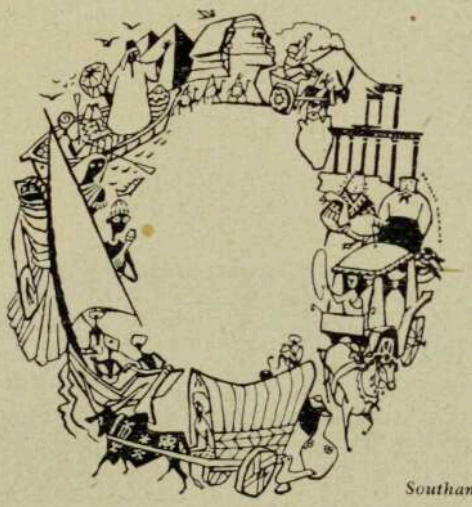
BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft—Britannia on Vancouver-Amsterdam Service)

Every Wed.: Sydney (dep. 11 p.m.) Nadi, Honolulu, Vancouver, Amsterdam.

Every Fri.: Dep. Auckland 10.45 p.m. for Nadi, Honolulu, Vancouver, Amsterdam.

Every Sat.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Sun.), Honolulu, Fiji and Sydney.

Every Mon.: Dep. Amsterdam at 11.15 p.m.



Sydney
Melbourne
Adelaide
Fremantle
Colombo
Aden
Egypt
Naples
Marseilles
Gibraltar
Southampton or London

FAST and FABULOUS

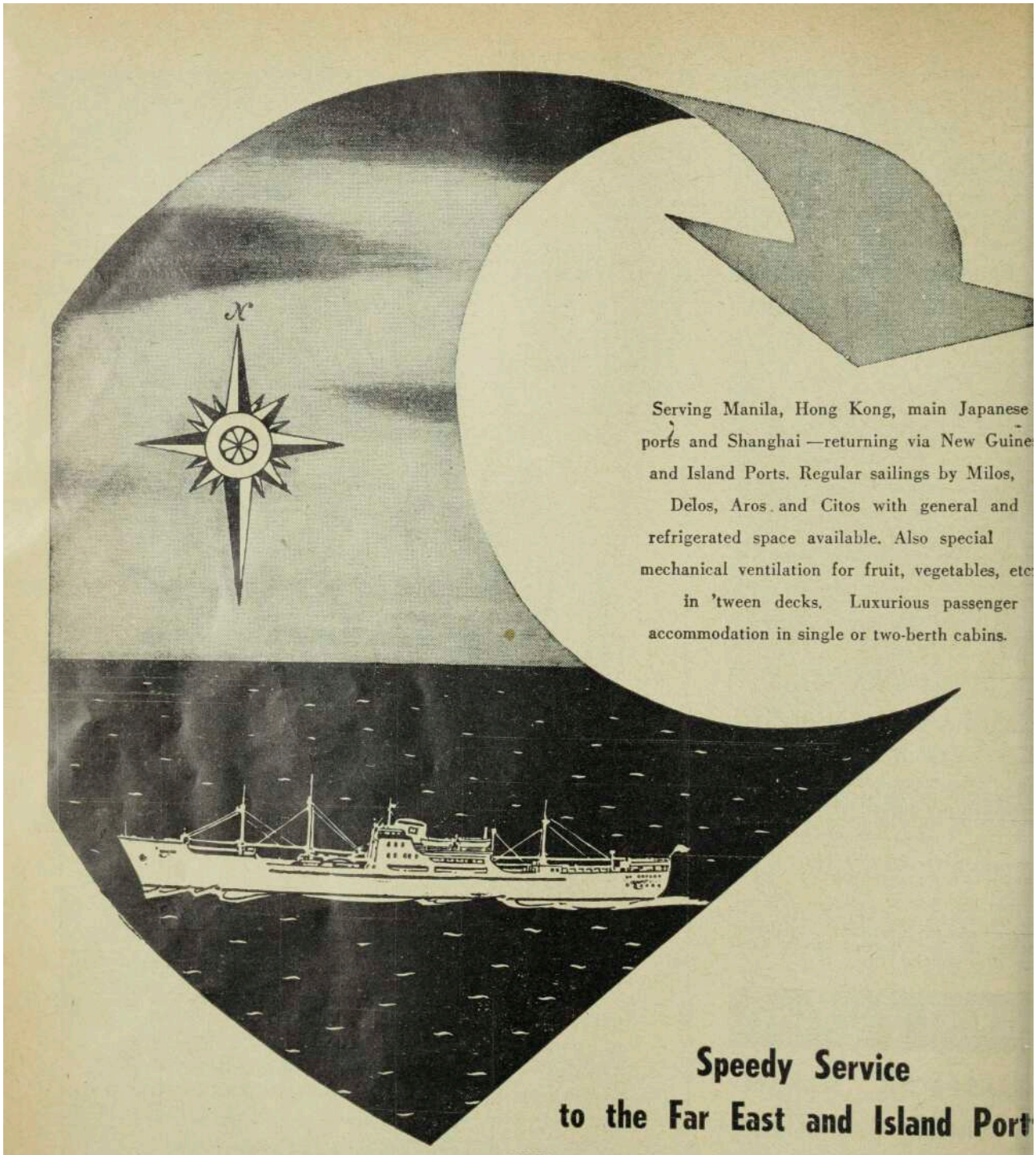
The Orient Line route to England via Suez glitters with jewels of travel interest . . . Colombo, typically Eastern and teeming with life and colour, provides the finest introduction to world travel. The famous overland Suez-CAIRO-Port Said trip is again available and the excursions from Naples, around its celebrated Bay to storied Pompeii and lovely Sorrento, are highlights.

There are Orient Line fares to suit all purses — First Class or Cabin Class and Tourist 'B' as well as Tourist-One Class . . . with greatly reduced 'Economic', 'Off-Season' and 'Boomerang Excursion' tickets, and 'Executive' tickets to combine Sea Comfort with Air Speed.

ORIENT LINE via SUEZ

Orient Steam Navigation Company Limited, incorporated in England

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Serving Manila, Hong Kong, main Japanese ports and Shanghai —returning via New Guine and Island Ports. Regular sailings by Milos, Delos, Aros and Citos with general and refrigerated space available. Also special mechanical ventilation for fruit, vegetables, etc in 'tween decks. Luxurious passenger accommodation in single or two-berth cabins.
Speedy Service
to the Far East and Island Port
BY
AUSTRALIA-WEST PACIFIC LINE
General agents,
WILH. WILHELMSEN AGENCY PTY. LTD.
66 Pitt Street, Sydney, BU 6301 —— 51 William Street, Melbourne, MA 3031

for Vancouver (dep. 10.30 a.m. Tues.), Honolulu, Fiji and Auckland.
(Note: Crosses date-line en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS

Mon.

Depart:	Arrive:
Sydney, 6.30 p.m.	Brisbane, 9.10 p.m.
Brisbane, 10.10 p.m.	

Tues.

Depart:	Arrive:
	Townsville, 1.50 a.m.
Townsville, 2.50 a.m.	Pt. Moresby, 6.35 a.m.
Pt. Moresby 7.35 a.m.	Lae, 9 a.m.

Tues., Fri., Sat.

Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m.	

Wed., Sat., Sun.

	Pt. Moresby, 6.35 a.m.
Pt. Moresby, 7.35 a.m.	Lae, 9 a.m.

Thurs.

Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m.
Brisbane, 11.59 p.m.	

Fri.

	Cairns, 4.35 a.m.
Cairns, 6 a.m.	Pt. Moresby, 8.50 a.m.
Pt. Moresby, 9.50 a.m.	Lae, 11.15 a.m.

Sun. (Thrift Class Service)

Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m.	

Mon.

	Pt. Moresby, 6.35 a.m.
Pt. Moresby, 7.35 a.m.	Lae, 9 a.m.

SOUTHWARDS

Mon. (Thrift Class Service)

Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Brisbane, 7.5 p.m.
Brisbane, 8.15 p.m.	Sydney, 10.55 p.m.

Tues.

Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Townsville, 4.15 p.m.
Townsville, 5 p.m.	Brisbane, 8.40 p.m.
Brisbane, 9.50 p.m.	

Wed.

	Sydney, 12.30 a.m.

Wed., Sun.

Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Brisbane, 7.5 p.m.
Brisbane, 8.15 p.m.	Sydney, 10.55 p.m.

Fri.

Depart:	Arrive:
Lae, 12.45 p.m.	Pt. Moresby, 2 p.m.
Pt. Moresby, 2.45 p.m.	Brisbane, 9.20 p.m.
Brisbane, 10.20 p.m.	Sydney, 1 a.m. (Sat.)

Sat.

Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Cairns, 3.20 p.m.
Cairns, 4.05 p.m.	Brisbane, 8.40 p.m.
Brisbane, 9.50 p.m.	

Sun.

	Sydney, 12.30 a.m.

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (Aug. 6, 20, Sept. 3, 17, etc.). Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternative Thurs. (Aug. 7, 21, Sept. 4, 18, etc.) departs Hollandia at 9.30 a.m., and, with calls at Wewak and Madang, arrives Lae at 3.20 p.m.

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Kerema, Vaimuru: Alt. Fri. returning same day (Aug. 1, 15, 29, Sept. 12, etc.).

PORT MORESBY-DARU (DH Otter)

Direct service each fourth Friday, returning direct same day (Aug. 22, Sept. 19, Oct. 10, etc.).

Via Kerema, Kikori, once every four weeks, returning Port Moresby from Daru direct (Aug. 8, Sept. 5, Oct. 3, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai and return each Tuesday and Saturday, departing Port Moresby 7.45 a.m. On Alt. Sats. returns via Esa'ala (Aug. 9, 23, Sept. 9, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, arr. 2.15 p.m.
Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Fridays: Lae (7.45 a.m.) to Baiyer River, calling at any of: Goroka, Nondugl, Banz, Minj, Mt. Hagen, Baiyer R., Kainantu. Arrival back at Lae dependent on stops.

LOWER HIGHLANDS (DH Otter)

Fridays: Lae (7.30 a.m.) to Goroka, calling at any of Nabzab, Kaiapit, Gusap, Aiyura, Rintebe, Bena Bena, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DH Otter)

Mon.: Dep. Lae 7.30 a.m., via Bulolo, arr. Wau 8.35 a.m.
Mon.: Dep. Wau 8.55 a.m., arr Lae (direct) 9.25 a.m.
Wed., Sat.: Dep. Lae 9 a.m., via Bulolo, arr. Wau 10.15 a.m.
Wed., Sat.: Dep. Wau 10.45 a.m., arr. Lae (direct) 11.15 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sat.: Dep. Pt. Moresby 7.45 a.m., arr. Wau 8.50 a.m., dep. Wau 9.20 a.m., arr Bulolo 9.35 a.m.
Wed., Sat.: Dep. Bulolo 10.05 a.m., arr. Pt. Moresby (direct) 11.15 a.m.

MADANG-GOROKA (DC3)

Fri.: Dep. Madang 3.30 p.m., arr. Goroka 4.05 p.m., returning same day; dep. Goroka 4.35 p.m., arr. Madang 5.10 p.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Mon.: Dep. Pt. Moresby 7.30 a.m., via Goroka, Minj and Banz, arr. Mt. Hagen 11.50 a.m.; dep. Mt. Hagen for Madang (either direct or via airfields as required) 12.20 p.m.
Fri.: Dep. Pt. Moresby 9.30 a.m., via Goroka, Minj and Banz, arr. Mt. Hagen 1.50 p.m.; dep. Mt. Hagen for Madang (direct or via airfields as required) 2.20 p.m.

MADANG-PT. MORESBY (DC3)

Mon.: Dep. Madang 7.30 a.m., via Banz and Goroka, arr. Pt. Moresby 11.40 a.m.
Fri.: Dep. Madang 8 a.m., via Mt. Hagen, Minj and Goroka, arr. Pt. Moresby 1.10 p.m.

MADANG-WABAG (DC3)

Wed.: Dep. Madang 8.15 a.m. for Wabag, via Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, and Wapenamunda, returning to Madang same day.

NEW GUINEA-NEW BRITAIN (DC3)

Fridays: Depart Lae 1.30 p.m., Finschhafen 2.20 p.m., arrive Rabaul 4.30 p.m.
Saturdays: Depart Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.m.
Sundays: Depart Lae 11 a.m., Finschhafen noon, Rabaul 2.10 p.m.
Mondays: Depart Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.
Wed.: Dep. Lae 12 noon, Finschhafen, 1 p.m., Rabaul, arr 3.15 p.m.
Fri.: Dep. Rabaul 7 a.m., Madang, Lae, arr. 11.35 a.m.

SERVICES BY MANDATED AIRLINES
Scheduled flights with DC3 Aircraft

Mon.: Depart Lae at 7.30 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Tues.: Depart Rabaul at 6.30 a.m. for Madang, Wewak, Madang, Goroka, Lae.
Wed.: Depart Lae 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae. Optional call at Goroka on this flight.
Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.
Fri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust-Dutch N. Guinea

By KLM Royal Dutch Airlines (Super Constellation Service)

A weekly service between Sydney and Amsterdam with a call at Biak (DNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tenah Merah, Manokwari, Niemfoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Every Monday depart Lae 6 a.m.: Finschhafen, Rabaul, Buka, Munda, Yandina, Honiara (BSI), arriving 5.30 p.m.
Every Tuesday depart Honiara 7 a.m.; Yandina, Munda, Buka, Rabaul, Lae, arriving 3.45 p.m.

6. Paris-Saigon-Noumea-Auckland

By Transports Aeriens Intercontinentaux.

DC6B aircraft depart Paris every Sunday for Athens, Karachi, Saigon, Djakarta, Darwin, Brisbane, Noumea, Auckland. Leaves Auckland every Thursday on return.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., with Sandringham Flying-boats.

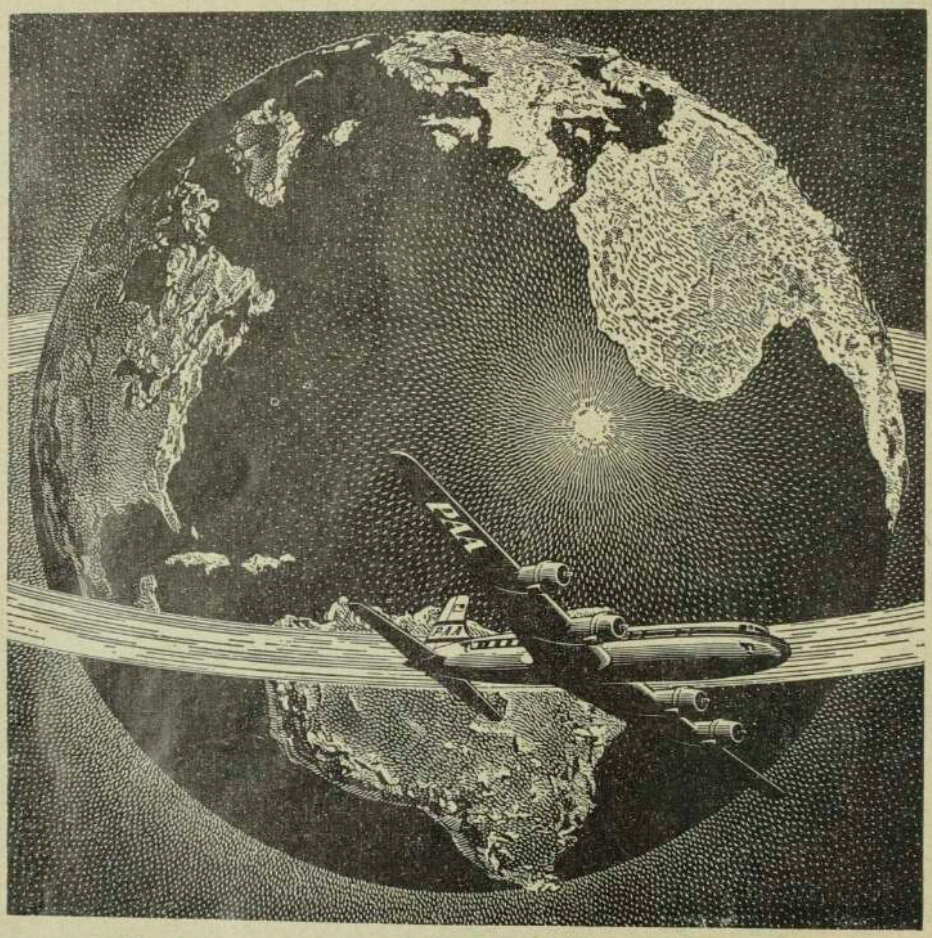
Return flight usually each Tuesday and Saturday.

8. Sydney-Norfolk Is.

(By Qantas, with Skymaster)

Alt. Fri. (Aug. 1, 15, 29, Sept. 12, 26, etc.): Dep. Sydney midnight, arr. NI 6.45 a.m. Saturday; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. (Flight extends NI-Auckland-NI. See table 12 below).

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9. Sydney-Noumea

By Qantas, with Skymasters (Weekly)

Wed.: Sydney dep. 11.45 p.m., arriving Tontouta, 7 a.m. Thurs.

Thurs.: Tontouta dep. 8.30 a.m., arriving Sydney, 2 p.m. same day.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.

Tues. and Fri.: Dep. Tontouta (N. Cal.) at 6 a.m., arrive Vila 8.20 a.m., dep. Vila 8.50 a.m., arr. Santo 10.05 a.m., dep 10.35 a.m., arr. Vila 11.55 a.m., dep. 1.55 p.m., arr. Tontouta 4.55 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft

Service from Noumea to Nadi (Fiji) and Wallis Is. first Saturday in each month. Next flights: Sept. 6, Oct. 4. Dep. Wallis Sept. 8, Oct. 6.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Alt. Sat. (Aug. 2, 16, 30, Sept. 13, 27, etc.): Return flight Norfolk (dep. 8 a.m.) Auckland (arr. 11.45 a.m., dep. 1.15 p.m.) Norfolk (arr. 4.15 p.m.). (See Table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

Tue., Thurs., Fri., Sat., Sun.: Dep. Auckland 9.30 a.m., arr. Sydney 1.00 p.m.

Mon.: Departs Auckland 11.30 a.m., arr. Sydney 3 p.m.

Tue., Thur., Fri. Sun.: Dep. Sydney 3.00 p.m., arr. Auckland 10 p.m.

Wed., Sat.: Dep. Sydney 10 a.m., arr. Auckland 5 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

Tues., Fri.: Dep. Christchurch 5 p.m., arr. Sydney 8.40 p.m.

Tue.: Dep. Sydney 8 a.m., arr. Christchurch 3.10 p.m.

Sat.: Dep. Sydney 3.00 p.m., arr. Christchurch 10.10 p.m.

15A. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

Sun.: Dep. Christchurch 11.30 a.m., arr. Melbourne 4.00 p.m.

Fri.: Dep. Melbourne 7.30 a.m., arr. Christchurch 3.00 p.m.

15B. Auckland-Melbourne

Tasman Empire Airways, with DC6 Aircraft.

Thurs.: Dep. Auckland 11.30 a.m., arr. Melbourne 4.15 p.m.

Mon.: Dep. Melbourne 7.30 a.m., arr. Auckland 3.45 p.m.

16. New Zealand-Fiji

Tasman Empire Airways, with Super DC6 aircraft.

Tues., Fri.: Dep. Auckland 4 p.m., arr. Nadi 9 p.m.

Wed., Sat.: Dep. Nadi 10.30 a.m., arr Auckland 3.30 p.m.

Pan-American Airways, with Skymasters

Sun., Tues., Thurs.: Dep. Auckland 3.30 p.m., arr. Nadi 10.35 p.m.

Sun., Tues., Thurs.: Dep. Nadi, 12.30 a.m., arr. Auckland 7.50 a.m.

17. Fiji-W. Samoa

Tasman Empire Airways, with Solent aircraft.

(Service Fortnightly)

Dep. Suva Thurs., crosses Date-line, arrives Satapuala (W. Samoa) Wed. 11.05 a.m.

Dep. Satapuala, Wed. 1.30 p.m., crosses Date-line, arrives Suva, Thurs. 4.35 p.m. (ex-Suva Sept. 4, 18, etc.).

18. Fiji-American Samoa

Pan American Airways with DC4 Aircraft.

Alt. Fri. dep. Nadi 7 a.m., arr. Tafuna 12.30 p.m. (Thurs.).

Alt. Thurs. dep. Tafuna 2.30 p.m., arr. Nadi 8.5 p.m. (Friday).

(Note: This service crosses International Date Line—the two-way flight is actually made on the one day.)

19. Fiji Internal Airways

Fiji Airways, Ltd., Drover Aircraft.

Suva-Nadi-Suva: Two flights daily except Sun., one flight.

Suva-Nadi-Suva: Wed. and Sat.

Suva-Nadi: Tues., Wed., Fri. (additional to the above return flights).

Nadi-Suva: Wed., Thurs., Sat.

Suva-Labasa-Suva: Daily except Sun.

Suva-Labasa-Suva: Sun.

Suva-Taveuni-Suva: Fri., Sun.

Suva-Taveuni-Savusavu-Suva: Wed.

Suva-Savusavu-Taveuni-Suva: Thurs.

Suva - Labasa - Savusavu - Labasa - Suva: Tues., Thurs.

Suva-Labasa-Taveuni-Labasa-Suva: Fri.

Suva-Savusavu-Suva: Mon., Tues.

Suva - Savusavu - Labasa - Savusavu - Suva: Sat., Sun.

Suva-Taveuni-Labasa-Taveuni-Suva: Mon.

20. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Heron and Rapide aircraft.

Noumea (Magenta), Lifou (Chepenehe). Noumea: Tues. a.m., Wed. and Thurs. p.m.

Noumea, Mare (Tadine), Noumea: Tues. p.m.

Noumea, Mare, Lifou, Noumea, or Noumea, Lifou, Mare, Noumea, alternatively: Thurs. a.m.

Noumea, Koumac, Noumea (with conditional call at Plaine des Gaiacs): Fri. a.m.

Noumea, Lifou, Ouvea Is.: Wed. mornings.

Noumea, Ile des Pins, Noumea: Saturday and Monday afternoons.

21. French Polynesia Inter-Island Service

Regie Aerienne Interinsulaire (RAI) with flying-boats.

Twice weekly service to the Leeward Group.

Wednesday: Papeete, Huahine, Raiatea, Bora Bora, Raiatea, Papeete.

Friday: Papeete, Huahine, Raiatea, Bora Bora, Raiatea, Papeete.

Booking agents in Papeete: Messageries Maritimes.

22. Micronesia

Trans Ocean Airlines.

Using Grumman Albatross twin-motored amphibious flying boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government. Details from Trans Ocean Airlines, Agana, Guam.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

NOTE: To obtain the equivalent of Australian currency in other currencies (Sterling, Fiji, New Zealand, French Pacific francs) see page 171.

FROM SYDNEY (Aust. currency) TO—	Single £ s. d.	Return £ s. d.	Table No.
Moresby	51 5 0	92 5 0	2
Lae	62 15 0	112 19 0	2
Rabaul	72 9 0	130 9 0	2, 3
Noumea	51 4 0	92 4 0	9
Honiara	94 5 0	169 13 0	2, 5
Norfolk Is.	27 10 0	49 10 0	8
Lord Howe	12 15 0	25 10 0	7
Nadi	76 0 0	136 16 0	1
Suva	81 3 0	147 2 0	1, 18
Auckland	52 10 0	94 10 0	13
Christchurch	52 10 0	94 10 0	14
FROM SYDNEY (Aust. currency) TO—			
Honolulu	252 5 0	454 1 0	1
S. Francisco	312 10 0	562 10 0	1
Vancouver	312 10 0	562 10 0	1
Apia	109 5 0	197 14 0	1, 17
Papeete	183 15 0	331 16 0	16, 17
Aitutaki	150 0 0	271 0 0	1, 17
Biak	90 0 0	162 0 0	4
FROM AUCKLAND (NZ currency) TO—			
Apia	55 10 0	99 18 0	16, 17
Aitutaki	85 14 0	154 6 0	16, 17
Nadi	39 7 0	70 17 0	16
Norfolk Is	19 15 0	35 11 0	12
Papeete	107 10 0	195 10 0	16, 17
FROM SUVA (Fiji currency) TO—			
Apia	25 0 0	45 0 0	17
Aitutaki	57 15 0	103 19 0	17
Papeete	82 14 0	148 18 0	17

Fares quoted are First-Class. Cheaper Tourist Class fares (approx. 20 per cent. lower) are available to most ports. Fares to points east of Nadi include air connection to Suva by Fiji Airways.

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Pacific Commerce and Produce

Oil Search Leaves One Asset, Anyway

By the Finance Editor

AN early end is likely to the major search for oil in Papua after more than £30 million expenditure over the past 20 years.

The two major overseas partners—Vacuum Oil and the British Petroleum group—have indicated that they will provide no more money for the venture after the present series of wells is completed.

This leaves the Australian partner—Oil Search Ltd—the impossible task of carrying on alone unless new overseas capital can be found to finance the quest.

A search for such a partner has been going on unsuccessfully for some months and it can be taken for granted that nothing like the latest report from the company would have been issued if directors had seen any prospect of finding one.

In this report, the actual drilling Companies, Australasian Petroleum Co. Pty. Ltd., and Island Exploration Co. Pty. Ltd., announced that field activities would be brought to a conclusion at the end of the present programme if no new partner was found, or unless "material encouragement" came from the current wells.

"Unfortunately," said the report, "no such encouragement has yet been obtained."

Directors reported that, of the four wells in the programme, only one well, Kuru No. 3, was still drilling. Komewu No. 2, completed in March at 9,977 ft., had penetrated good reservoir sands but all tests had been negative.

Bariweka well, in which substantial gas finds had been made, had stopped drilling at 13,862 ft. with final tests still to be made.

Puri stopped drilling at 10,000 ft and had met no shows of oil. Directors said tests would be made on three upper porous levels, but this was routine.

That leaves only Kuru No. 3, which is below 5,500 ft after meeting early difficulties. Substantial gas flows from earlier Kuru wells were subsequently found to be underlain by salt water.

This factor cannot give much hope for an oil find in what appears to be the company's one remaining hope. Furthermore, the prospects of finding any commercial use for the huge quantities of gas available do not appear bright.

Directors say in their report that it has not been found practicable under present conditions to formulate plans for commercial exploitation of the gas found at Kuru and Barikewa. These reserves, however, constitute a potential asset which might be valuable later on, they add.

Obviously, here much will depend on the subsequent industrial development of the Territory.

Calamitous though it may be to see the collapse of the search in which Territorians and Australians have invested so much money, faith and interest, it is at least encouraging to know that all has not been wasted.

Existence of such a large potential of relatively cheap power will undoubtedly increase the attractiveness of Papua as a possible area for future industrial progress.

That much, at least has been gained.

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Enterprise Oil Permit Refused

ANOTHER adverse development in the New Guinea oil quest has been the refusal of the Administration to extend the oil search permit of Enterprise of New Guinea Gold and Petroleum Development NL.

No reason was given for the refusal and the company is making representations to have the position clarified. One suggestion is that the company has not been sufficiently active to warrant its retenti of the permit.

Meanwhile the company had a nounced that a new hole on t Sepik River area had been drill to 104 ft.

Directors had also announced, b only shortly before the refusal the extension was announced, th the company planned to drill sever shallow holes within the sedimenta basin found in 1955, and partly su veyed in 1956 and 1957.

Object of the drilling was to ha been to get more precise inform tion on the sub-structure of the ar suitable for oil exploration, and find, if possible, a suitable locatio for a deep test well.

To do this a drilling party le Madang on June 2. Even if activi by the company has not been a that the authorities might have de sired, it is better to have som activity than none at all.

For the sake of all, and in th interests of the pressing need f an oil find, it is to be hoped tha the company will get its permit bac promptly.

New Gold Mining Plant for Enterprise

Meanwhile, gold production of Enterpri by the company in July was 57 oz retort bullion from treatment of 35 tons, whi 11 oz came from alluvial sources.

Directors say that satisfactory valu are being obtained from exploration an development work at Edie Creek nea Wau. Crushings during April and Ma with a small battery yielded 149 oz r torted gold from 57 tons of developmen ore.

It has been decided to increase outpu and new plant is being bought for th purpose, and should be operating soon.

Fijian Loan Succeeds

The loan of £1 million, Fijian currenc issued by the Government of Fiji, ar underwritten by the Australian stock broking firm of Ian Potter and Co., close fully subscribed. The £100 securities we issued at £99 each and carried interes rates of 5 per cent. for seven years, a 5⅜ per cent. for 17 years. It was th second loan for the Fiji Governmen successfully underwritten by the Aus tralian firm.

Rubber Production, Profits

Lolorua Rubber Estates, Ltd., Papua made £24,401 net profit for the year t April 30—a fall of £5,430, or 18 per cen This was after cutting depreciation charg by £862 to £1,936, and raising amortisa tion of plantation property by £158 t £2,891.

Dividend, as previously announced, wa cut from 20 to 15 per cent. and requirin £15,000. Production of dry rubbe dropped by 8,867 lb to 481,265 lb, due en tirely to an abnormally low rainfall be tween December and March. Cost o production and for delivery to ports a discharge in Australia average 19.8d lb while prices realised over all grade averaged 30.38d lb.

Reduced prices were caused by the re cession in the American automobile in dustry, directors state. In addition t this the Commonwealth Government la September abolished the primage charg of 10 per cent. on the import of a foreign rubber entering Australia. On th other hand the government has guarantee

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to New Guinea growers a minimum of 1/9 lb. which, in effect, makes for stabilisation of the industry.

Meanwhile Papuan rubber plantations have announced the following production reports for June: Kerema, 33,644 lb (May, 35,000 lb); Mariboi, 82,448 (77,118) lb; Rubberlands, 39,100 (36,400) lb; Lolorua, 39,049 (42,029) lb. For July, Koitaki produced 103,100 (June, 102,100) lb.

Whaling Quota Filled

The Byron Bay subsidiary of Norfolk Island and Byron Bay Whaling Co., Ltd., has completed its quota catch for the 1958 season. An average was obtained of 10 tons of oil from each whale. This yield is three tons per whale more than last year's average. Operations at Norfolk Island were last reported as due to begin on August 3.

SP Insurance Div.

Southern Pacific Insurance Co., Ltd., declared a final half-yearly dividend of 5 per cent. making a steady 10 per cent. for the year. This is payable on August 15.

Sandy Creek Produces Less

Sandy Creek Gold Sluicing, Ltd., in July, produced 38 oz 10 dwt gold from 820 cubic yards of material. This compared with the June recovery of 61 oz 5 dwt from

The Stock Market

Dominant features of trading on Australian Stock Exchanges in the past month have been the explosive Middle East situation, which culminated in troop landings in Lebanon and Jordan, and the imminence and presentation of the Federal Budget. After a short-lived fall as a result of the Middle East crisis the market resumed its rise and, despite the presentation of an unpopular Budget, it was only slightly below the year's highest point on August 8.

On August 7 the market actually achieved a peak for the year of 258.40. Closing point on August 8 was 258.19. A month earlier the index had stood at 258.15.

With the presentation of the Federal Budget, which gave no relief in company, personal or sales tax, general belief around the market is that the buoyant tone of trading will now be short-lived. A steep fall of £186 million in rural incomes, including a 30 per cent. fall in the wool cheque, a big fall in exports, and sliding overseas reserves are considered certain to have a delayed impact on share prices before long.

A prominent feature of the market towards the close of the period was the drop in shares in Oil Search, Ltd., to the lowest point for 20 years. After the announcement that the long quest for oil in the Territory was drawing to its close the already weak shares dropped from around 2/1 to 1/4. Before the fall in price more than 10,000 shares changed hands in an unusual burst of trading. The shares have now made some recovery but are still at lowest levels for years.

Other oil shares, including Timor Oil from which little has been heard lately, joined in the general rise but most later sank back. Ampol Exploration shares leapt to around 10/- on news of an oil showing in the Kimberleys area of Western Australia. A later test showed the indication to have been negative and drilling is proceeding.

SYDNEY SALES PRICES

	July 9	Aug. 8
B.H.P.	46/9	47/9
Burns Philp	55/9	56/6
Burns Philp (SS)	47/-	47/-
C.S.R.	£43/17/6	£42/10/-
Dylup Plantations	14/9	14/6
Hackshalls	42/-	45/6
Kauri Timbers	20/3	19/4½
Kerema Rubber	10/-	10/9
Koitaki	11/3	12/9
Lolorua	7/-	7/9
Mariboi	5/6	6/3
Norfolk Is. Whaling	4/6	4/11
Queensland Insurance	69/9	70/-
Rubberlands	5/6	5/6
Sthn. Pac. Insurance	56/-	56/-
Steamships Trading	44/9	44/9
W. R. Carpenter Hold.	14/9	15/-
Timor Oil	3/-	3/5

OIL AND MINING SHARES

FIJI

	Aug., '39	July 9, '58	Aug. 8, '58
Emperor	b9/11	b5/9	—
Loloma	s25/6		b29/6

PAPUA-NEW GUINEA

Bulolo	b124/-	b35/-	b35/-
N.G.G. Ltd.	b1/10	b1/9½	b2/0½
Oil Search	b3/11	b2/6	b1/7½
Ent. of N.G.	—	b7d	s8d
Papuan Apin	b4/11	b9d	b9d
do. opt.	—	b6½d	b4d
Placer Dev.	b68/6	b86/6	b91/6
Sandy Creek	b1/5	b4d	b3d

ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 168 Pac. Frs.; $US 2.20-2.30.)

COPRA

The British Ministry of Food 9-years Contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by Government; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever (under contract covering 1958), (b) Australia (for local consumption) and (c) crushing-mill in Rabaul. Prices generally arranged in accordance with ruling rate in Philippines market. Unilever price: Manila FM grade rates, with premiums up to £3A per ton for hot-air dried.

"Tentative" Price For New Guinea

On August 5, 1958, P-NG Copra Board announced "Tentative Prices", for copra delivered at main ports: Hot-Air Dried, £A50 per ton; FM Standard, £A49; Smoke-Dried, £A48/7/6.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mill in Suva, whose price on wharf, Suva, is announced each week. As at August 4, HAD, £F56/15/-; FM1, £F55/7/6; FM2, £F54.

WESTERN SAMOA:—Official Copra Board receives all production, and sells same and makes payments to producers. Large proportion goes to Unilever, at Philippines FM grade rates, plus premiums up to £Stg.3 per ton for hot-air dried. Prices as from July 18, 1958—Hot-air dried: £Stg.51/7/-; sun dried No. 1: £Stg.48/17/-; No. 2: £Stg.45/7/-.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMONS:—All production marketed through official Copra Board, at prices based on Philippines market. Price declared August: 1st grade, £A53; 2nd grade, £A51; 3rd grade, £A47, per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges, etc.

E. SAMOA:—Producers receive 4 cents lb. ($US89.6 or £A40 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

NEW HEBRIDES:—Aug. price: 7,800 Pac. francs (£A45/12/3) delivered Vila/Santo. (Current French price, 84,750 Metrop. francs per 1,000 kilos, c.i.f. Marsailles), market steady.

COOK ISLANDS:—Local price is based on £NZ50 per ton, f.o.b., Rarotonga, with premium of 50/- (NZ) for top grade

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OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on August 8, was £Stg.362/10/- per ton, c.i.f., London. A large W. African crop is expected this season.

P.-N.G.:—August 8: £A400-£A410 per ton c.i.f., Sydney.

W. SAMOA:—Price quoted August 8, £S350, f.o.b., Apia.

COFFEE:—P.-N.G.: August 8: 4/3 to 4/6, per lb; small quantities to 4/9. Market very weak. Plentiful supplies of NG and overseas coffee available.

August 8: Kenya Arabica, A grade, f.a.q., £Stg.505; B grade, f.a.q., £Stg.495; C grade, f.a.q., £Stg.460; all per ton and c.i.f. Aust. ports.

PEANUTS:—P.-N.G.: August 8: Kernels 1/8 into store; Virginia bunch, in shell, large, well-cleaned up to 1/3 del. Sydney. Large crops coming in from Queensland and Northern NSW. NG, in types other than Virginia bunch, hard to sell.

RUBBER:—P.-N.G. price is based on Singapore rate, which on August 6, was: No. 1 RSS, spot, 81⅜ Straits cents (28.25d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on August 8: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 67/-, Green 65/-.

RICE (Australian):—Price from May 1, 1958—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £61/10/- per ton, f.o.w.; under 5 tons £62 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £68 per ton, f.o.w.; under 5 tons. £68/10/- per ton. **Other Pac. Islands:** Dry, brown, etc., £70 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL.—May 9 quotation by independent pearlers unchanged. Sound, £A750; D, £A550; E, £A375; EE, £A205 (in store Sydney). **Manihiki**, £500 f.o.b. Rarotonga.

TROCHUS:—Market still weak. Some business at £A350 ex-wharf Sydney.

GREEN SNAIL:—A little business at £A350 ex-wharf Sydney.

London and US Quotations

Copra: London, August 7, Philippines, bulk, Aug./Sept., c.i.f., $198, seller. Straits/Borneo, fair mer., del. weights, c.i.f., UK/Nth. European ports. Aug./Sept, £Stg.72, nominal. New York, Aug. 7: Philippines, c.i.f. US Pacific coast port, $188 nominal.

£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil: London, August 7, Ceylon in bulk, UK/Nth. European port, c.i.f., August £Stg.113 per ton, seller. Straits, crude, c.i.f., in bulk, £Stg.106/10/-, seller.

Rubber: London, August 6, per lb, RSS No. 1, spot, 23½d Stg. buyers; September, 24⅛d Stg. August, 1959, 23⅜d Stg.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London**, basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji**, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. **Samoa-London**, basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ**, basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji**, basis £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak). **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £A100.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia - Norfolk Island:** 5/- per £A100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris)** in Sydney June 9, quotes: Selling, Noumea, 168 Pac. francs to £ Aust.; Papeete, 166.25 Pac. francs to £ Aust.; 208 Pac francs to £ Stg.; 72.82 Pac. francs to US $. Selling 1,179.25 Metrop. francs to £ Stg.

SAMOAN BANANA EXPORTS REDUCED SLIGHTLY

W. Samoa's banana boom is still continuing (see elsewhere) but not now at the same rate as at the beginning of the year, according to the latest figures from Apia.

Export shipments to New Zealand amounted to more than 100,000 cases in May. But the figure for July was expected to be reduced to 60,000 cases, and in August the figure will probably be about 65,000.

One reason for the export reduction is apparently very cold weather in New Zealand, which makes the handling of large quantities of bananas difficult.

Another could be that New Zealand is "going easy" until it decides how it can adjust its quota figures among W. Samoa, Fiji and Tongan growers.

Fiji is a good customer of New Zealand in many ways, and the Dominion cannot afford to completely ignore the representations of Fiji for a greater share in the banana market.

Meanwhile, Fiji, Samoa and Tonga are all reported to be looking around for other markets for bananas, and have their eyes on Australia.

There, however, they might come up against vested interests, who would like to keep the supplies to themselves—despite the fact that the Australian public would welcome good quality bananas from the Pacific—especially if they could get them at a cheaper price.

QUEENSLAND BOOSTS PEANUT PRODUCTION

Greatly increased production of peanuts from Queensland is expected this year—some months ago the increase estimated was from 19 million lb of unshelled nuts last year, to 30 million lb. Only about 5,000 more acres were planted to peanuts, but the yield this year is much higher per acre.

Northern NSW has also gone in for growing peanuts and large supplies from both these sources are currently flooding the Australian market making it difficult to sell any but the best Virginia Bunch types from New Guinea.

RUSSIA ANNOUNCES NEW SYNTHETIC RUBBER

The Soviet newsagency, Tass, announced some weeks ago that a new and very cheap form of synthetic rubber had been produced from oil gases at the Leningrad Synthetic Rubber Research Institute.

The new rubber was reported to be heat resistant and tyres made from it would stand temperatures of up to 300 deg. Cent.

The Institute had also produced synthetic rubbers which were immune to a number of solvents.

"HANDS OFF PIDGIN ENGLISH!"

By Professor R. A. HALL, Jr.

An interesting little book on Pidgin English, entitled **Hands Off Pidgin English!** by Professor Robert A. Hall, Jr., published by Pacific Publications Pty. Ltd., Sydney, is still available. Price is 10/- (posted; 6d. extra within British Empire; Foreign, 1/-) or $1.50 U.S. (including postage).

It contains 142 pages, with a map of Papua-New Guinea and the Solomons, a bibliography and sample texts of Melanesian Pidgin. Size of the book is Crown Octavo (5 in. wide by 7½ in. deep), with cloth cover and suitable dust-jacket.

Libraries, scholars and most persons residing in or connected with the Pacific have shown a lively interest in Pidgin English—but until recently there has been a marked lack of expert information on the subject. **Hands Off Pidgin English!** fills this need.

Whether Pidgin English is "a mongrel jargon" or "the whiteman's greatest gift to Melanesia"—as it has been variously described—is a controversial question that has been argued for 30 years. In his book, Professor Hall urges that Pidgin must be retained in NG as a language in its own right, if Australia is to make any appreciable progress in the fields of native education, mass communication, and health training.

As one reviewer said: "The thousands of people who are connected in some way with administration and education in Melanesia will find that this book challenges their attention and interest—they may not agree with the author, but they cannot ignore him."

Copies may be obtained at most bookstores in Australia; through the stores in Papua and New Guinea; or direct from the publishers:

Pacific Publications Pty. Ltd.,
Technipress House, 29 Alberta Street, (GPO Box 3408), Sydney.

In P-NG: Pacific Publications (NG) Ltd., Theatre Bldg., Fourth St., Lae.

In Melbourne: Pacific Publications Pty., Ltd., Newspaper House, 247 Collins St.

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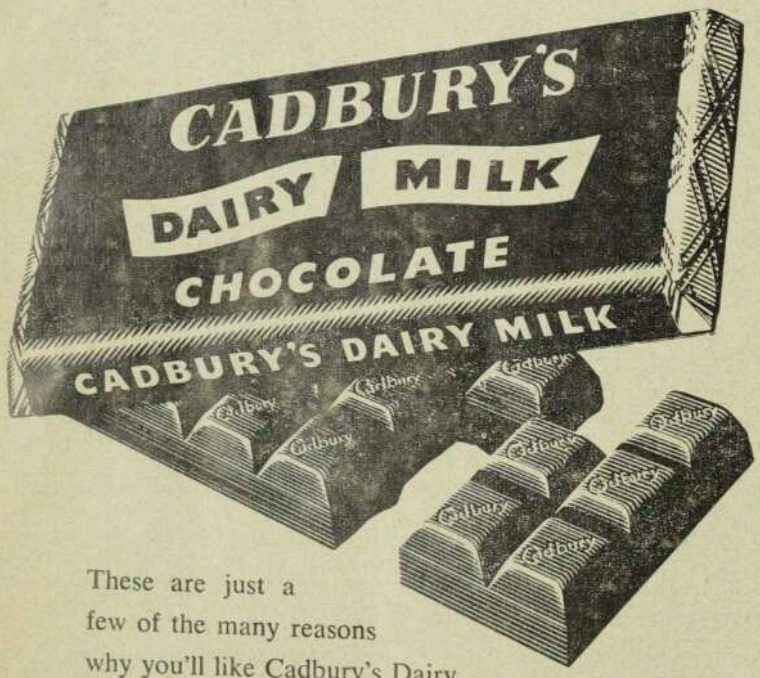
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Index to Advertisers

A.E.I. 148
Akta-Vite 62
A.M.L. & F. . . . 94
Angliss, W. & Co. 132
Arnott, Wm. . . 140
Aspro 120
Aust. Cotton . . 114
Austin Cars . . . 34
Autohall 55
A.W.A. 38

Baker, W. Jno. . 146
Bank of NSW .. 28
BALM Paints . . 36
Barton, Carlos . 168
Berger Paints . . 144
Bethell, Gwyn . 161
Blaxland-Rae . . 107
Booth, N. G. . . 24
B.O.A.C. 162
Bradford Mills . 108
Braybon Bros. . . 1
British Aluminium 12
British United Dairies 62
Broadway Motors 148
Brunton & Co. . 59
Bunting, A. H. . 76
Bush, W. J. & Co. 114
B.P. 63, 89, 96, 161

Cadbury 172
Caine's Studios . 31
Carlton Breweries 42
Carpenter Ltd. . . 58
Cecil, The Hotel 123
Cheoy, Lee . . . 33
Coldstream P/L . 50
Colgate 90
Colman's Mustard 146
Colonial Meat . . 70
Colyer Watson . . 40
C'wealth Bank . . 5
Crammond Co. . 80
Cystex 99

Dangar, G. & M. 100
Davison Paints . 150
Donald Ltd. . . 121
Douglass, W. Co. 138
Dunlop Rubber . 40
Dunsford, Capt. G. 107

East Coast Agency 27
Econo Steel . . 128
Et. Donald . . . 115
Eveready Co. . . 126

Franke & Hiedecke 36
Frigate Rum . . 121

Gardner Eng. . . 110
Gilbey, W. & A. 136
Gillespie Bros. . . 44
Gillespie, R. . i, 118
Glazebrooks Paints 4
Gordon's Gin . . 48
Goroka Hotel . . 142
G.P.H. (Suva) . . 160
Grove Ltd. . 32, 94

Halvorsen, B. . 104
Hari, G. B. . . . 54
Harris, K. . . . 48
Harvey Trinder . . 2
Hastings Diesels 124
Hawley's Ltd. . . 30
Hellaby Ltd. . . 93
Hemingway Robertson Institute . 92
Holbrooks . . . 151
Howard Cultivators 60

I.C.I. 122
Industrial Enterprises 52
International Harvester . iii, 98

Johnson, S. C. . 44

Kanimbla Hall . . 55
Kennedy, Capt. . 105
Kerr Bros. . . . 153
Kitchen, J. & Sons 46
Kiwi Polish . . 143
K.L.M. 160

Kodak 9
Kopsen & Co. . 10

Lawrence, A. . . 7
Lysaght, J. . . . 12

MacRobertson P/L 12
Mason Bros. . . 10
McIlrath's . . . .
Marine Spares . 10
Mendaco 9
Millers Ltd. . . . 7
Morris, H. . . . 10
Morris Cars . . . 1
M. H. Ltd. . 20, 9
Mullarby & Byrne 3
Mungo Scott . . 13
Nathan & Wyeth 12
N. & R. . . 72, 10
Nestles 13
N.G. Aust. Line . i
Nile Products . 11
Northern Hotels . .
Nixoderm 9
N.Z.N.A.C. . . . 15

Orient Line . . 16

P.A.A. 16
Pac. Shipbuilding Co. 13
Papuan Prints . 14
Parke Davis . 9, 11
Parker Pen Co. . 6
P. I. Line . . . 16
Piccaninny Wax . 3

Qld. Insurance . 10
Queensland Milling 6

Ransomes Co. . . 14
Rohu, Sil 6

Sariba Slipways . 4
Seppelt, B. & Sons Ltd. 6
Seward Ltd. . . 5
Shaw Saville . . 15
Sparklets Ltd. . . 5
S.T.C. Co. . . . 11
Stapleton, J. . . 7
Steradent . . . 14
Stewarts Lloyds . 5
S. P. Brewery . 7
Sthn. Pac. Ins. . 4
Sullivan Ltd. 92, 13

Tait, W. S. . . . 7
Tallerman & Co. . 2
Tatham, S. E. . . 6
Taubmans Ltd. . 7
Tilley Lamps . . 3
Thornycroft Co. . 13
Tongala Milk . 15
Tooth & Co. . . 5
Trent School . . . i
Tulloch Ltd. . . . 8
Turners & Growers . . . 13
Tyneside Eng. . . 7

United Insurance 5
U.R.D. 11

Vacuum Oil . . 15
Ventura 16
Victa Mowers . . 7
Vincent's APC . .
Vi-Stim 4
Vivat Co. 3

Walkers Ltd. . . 10
Watson Bros. . . 15
Wau, Hotel . . . 11
Warnock 10
Webster, D. . . 5
Westfield Meats . 2
Weymark Pty. Ltd. 4
White Rose Flour 7
Wilhelmsen, W. . 16
Wills Ltd. . . . 7
Wright & Co. . 10
Wrigley's 4
Wunderlich Ltd. . 15

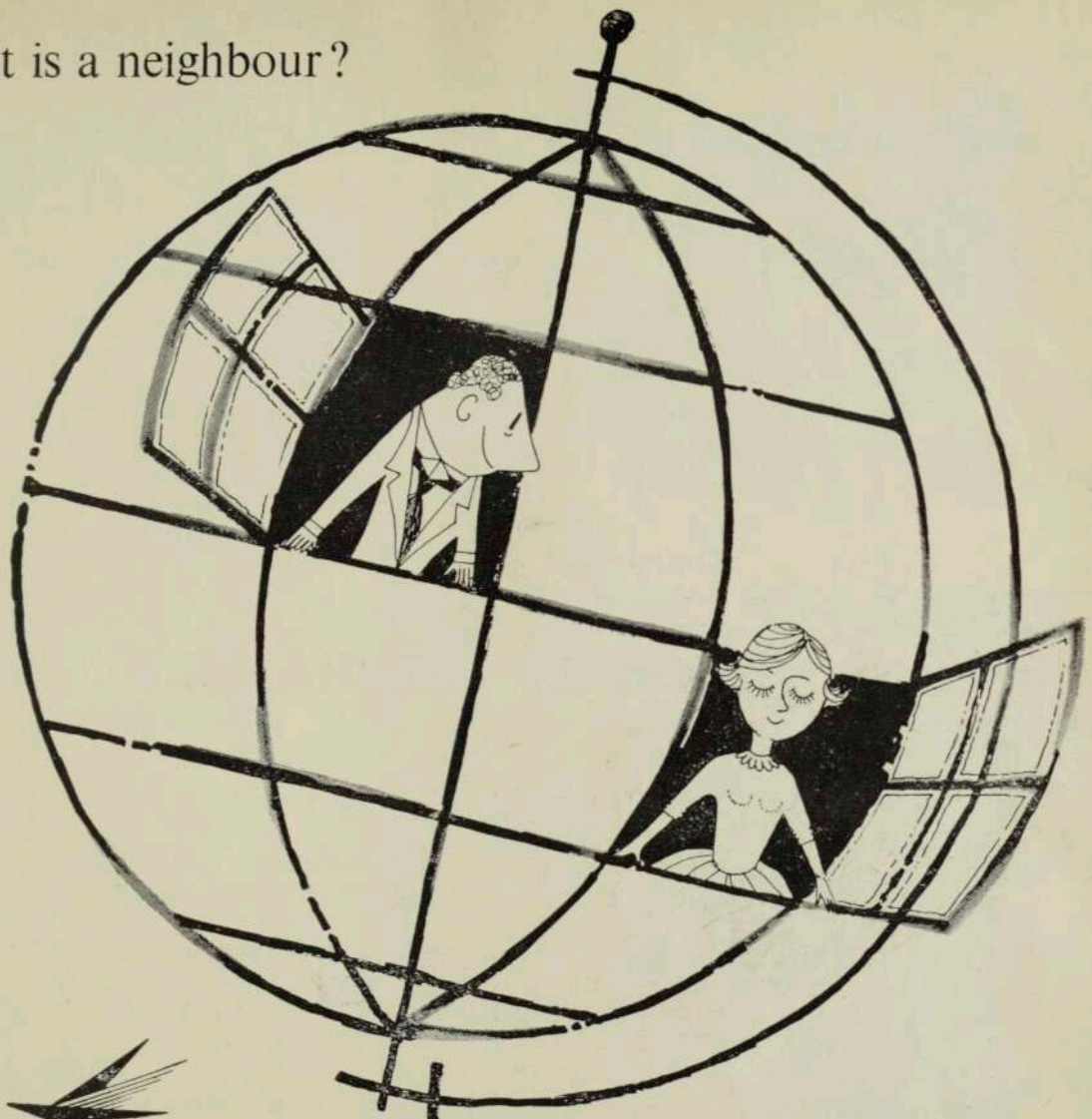
Yorkshire Ins. . . 7

Zevenboom, J. . 14

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